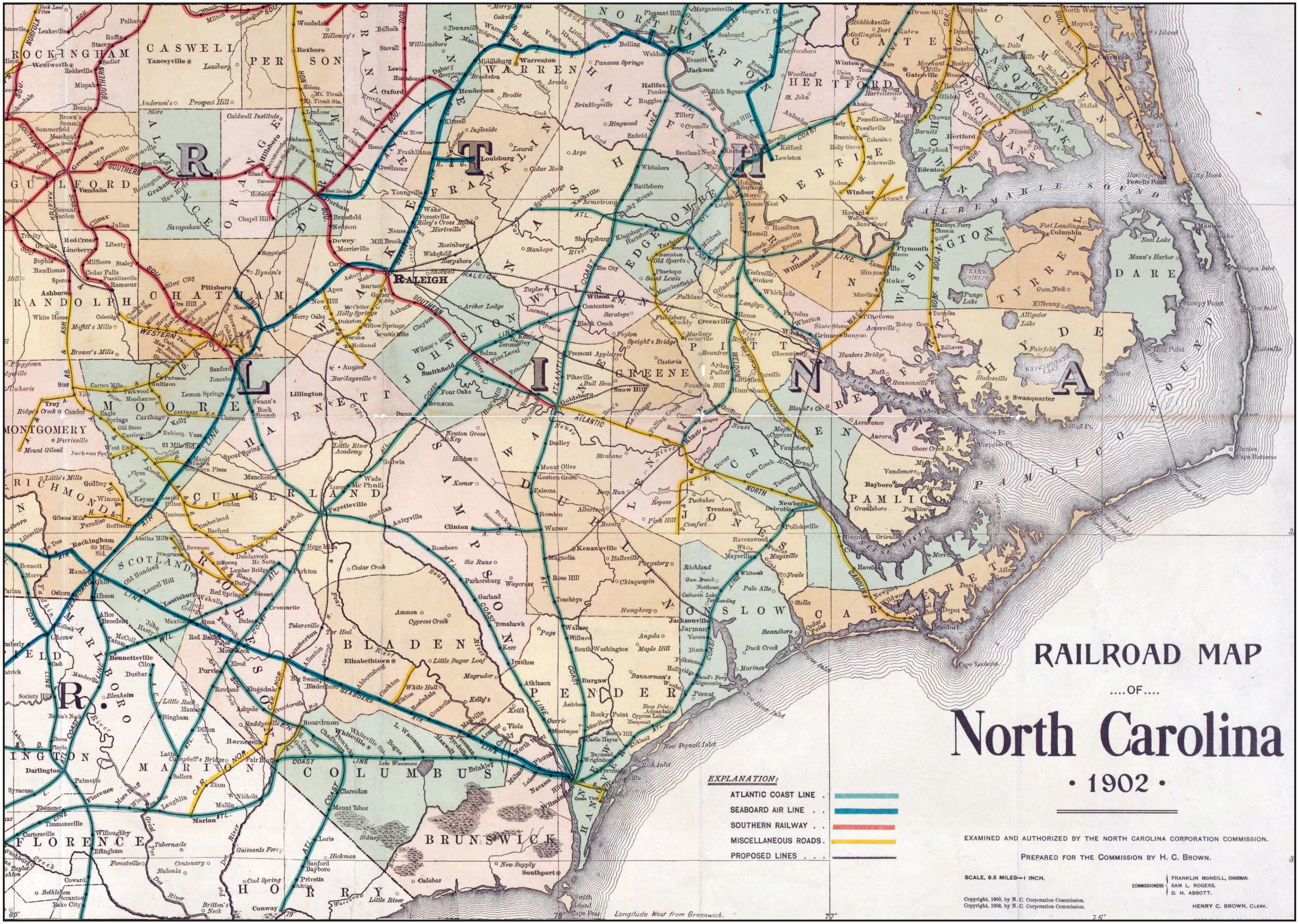
Atlas of Eastern North Carolina
Logging Railroads Part I

Atlas of Eastern North Carolina Logging Railroads

Part I

by James S. Hannum, M.D.


RAILROAD MAP
....OF....
North Carolina
·1902·
EXPLANATION:
ATLANTIC COAST LINE
SEABOARD AIR LINE
SOUTHERN RAILWAY
MISCELLANEOUS ROADS
PROPOSED LINES
EXAMINED AND AUTHORIZED BY THE NORTH CAROLINA CORPORATION COMMISSION.
PREPARED FOR THE COMMISSION BY H. C. BROWN.
SCALE, 9.5 MILES=1 INCH.
COMMISSIONERS
FRANKLIN MCNEILL, CHAIRMAN.
SAM L. ROGERS.
D. H. ABBOTT.
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HENRY C. BROWN, CLERK.
Longitude West from Greenwich
R
T
H
I
N
A
L
ROCKINGHAM
CASWELL
PERSON
GRANVILLE
VANCE
WARREN
NORTHAMPTON
GATES
CAMDEN
CURRITUCK
PASQUOTANK
PERQUIMANS
CHOWAN
HERTFORD
BERTIE
HALIFAX
FRANKLIN
NASH
EDGECOMBE
MARTIN
WASHINGTON
TYRRELL
DARE
HYDE
BEAUFORT
PITT
WILSON
GREENE
WAKE
DURHAM
ORANGE
ALAMANCE
GUILFORD
RANDOLPH
CHATHAM
MOORE
HARNETT
JOHNSTON
WAYNE
LENOIR
CRAVEN
PAMLICO
JONES
CARTERET
ONSLOW
DUPLIN
SAMPSON
CUMBERLAND
RICHMOND
MONTGOMERY
SCOTLAND
ROBESON
BLADEN
PENDER
COLUMBUS
BRUNSWICK
NEW HANOVER
MARLBORO
MARION
FLORENCE
HORRY
DARLINGTON
ALBEMARLE SOUND
PAMLICO SOUND
Raleigh
Greensboro
Durham
Wilmington
Fayetteville
Goldsboro
Newbern
Weldon
Rocky Mount
Henderson
Louisburg
Warrenton
Edenton
Elizabeth City
Washington
Kinston
Wilson
Tarboro
Beaufort
Cape Lookout
Cape Hatteras
Southport
Smithfield
Clinton
Rockingham
Hamlet
Laurinburg
Lumberton
Whiteville
Elizabethtown
Sanford
Pittsboro
Hillsboro
Chapel Hill
Oxford

Part of the 1902 *Railroad Map of North Carolina*

Atlas of

Eastern North Carolina Logging Railroads

Part I

James S. Hannum, M.D.

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Hannum, James S., M.D.

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Cover Photograph: A Surry Parker Logging Engine at Pinetown, North Carolina
Courtesy of the Flickr Website-Photograph Identification Phc_51_F76_4

Front End Papers: Part of the 1902 *Railroad Map of North Carolina*

Back End Papers: Part of 1917 *Railroad Map of North Carolina*

Introduction

The primary goal of this book is the publication of maps showing abandoned main line rights-of-way built by logging railroads which operated in eastern North Carolina counties. That task is more difficult than a similar project devoted to common-carrier railroads would be. While the common carriers tended to exist over a relatively long time, usually were chartered and regulated by government agencies, and often produced maps and other documents useful for a researcher, those characteristics and documents are rarely available in the case of logging railroads.

However, several valuable tools exist which can be used for this type of research and the internet makes them readily available. Over several years, the author has accumulated digital copies of various lumber journals and placed them in a single, searchable file. Currently, that document contains entries from 1884 to 1915 and can be accessed at: https://archive.org/details/compendium-of-directories-for-north-carolina-logging-rrs-1884-1915/mode/2up .

Other useful resources include aerial photographs, LiDAR imaging, and property deeds. In general, aerial photographs of most areas of North Carolina, usually from the 1940s and 1950s, can be found at the USGS EarthExplorer website: <https://earthexplorer.usgs.gov/>. Earlier images, many from the 1930s, can be found at: <https://www.flickr.com/photos/north-carolina-state-archives/collections/72157698930850120/>. Mosaic index images for most counties, referring to individual photographs, can be found at the National Archives website: <https://catalog.archives.gov/search-within/305871>. LiDAR imagery tools for North Carolina are available at: <https://apps.nationalmap.gov/viewer/>.

A few other websites may be of interest to the reader. Carolana provides a vast amount of information about the railroads of North and South Carolina. It can be accessed at: <https://www.carolana.com/>. Valuation maps for currently operating North Carolina railroads are available at: <https://experience.arcgis.com/experience/200d4546d19f4bbd9c7721e7fcdfbcac>. The National Archives has a complete collection of Valuation maps including trackage that has been abandoned. However, many of the maps have not yet been digitized and thus, are not available online. Nonetheless, the archives does have the complete Atlantic Coast Line Railroad series. The archives index of all railroads is found at: <https://www.archives.gov/research/cartographic/railroad-list>.

One limitation of aerial photography is that in forestland, regrowth of the tree canopy often obscures traces of old railroad grades. But LiDAR ground imaging provides a precise view of surface terrain, without interference from overlying foliage. A LiDAR tool can be accessed at another USGS website: <https://apps.nationalmap.gov/viewer/>.

During the logging railroad era, recorded deeds in this part of the country described property primarily with a system known as metes (distances and angles) and bounds (physical features). Some of the bounds mentioned in old deeds (such as roads, rivers, streams, and other waterways) are still known by the same name in modern times. As a result, if a logger used a railroad, deed information often suggests likely areas where track exited. Lumbermen did not purchase land or timber rights unless they planned to access and harvest them.

Eastern North Carolina has characteristics that make the local logging history unique when compared with earlier logging in the Upper Midwest and later activity in the Pacific Northwest. Logging in those other areas occurred mostly in places that previously were not inhabited by non-indigenous people. Although trails were present, there was no organized system of publicly maintained roads and some parts of those areas were not populated year-round. When a logging railroad was built there, it usually just followed the most favorable path without regard to pre-existing roads or land owners holding title to the surrounding property.

That was not the case in eastern North Carolina, where a system of private property ownership and public ownership of roads had existed for many decades. If a logger needed to cross private property with a railroad, purchase of a right-of-way was required. However, it is evident that a temporary track could be laid down along the side of a public road with no special permission needed from any government agency. Records of that type of right-of-way are usually not available, and that kind of old grade is generally impossible to distinguish from the road itself, using aerial photographs and LiDAR imagery.

Another characteristic of the eastern part of North Carolina is the presence of a land form called a pocosin. This is a poorly drained area that differs from a swamp in that it is somewhat elevated above the surrounding countryside. Techniques for logging in a pocosin were developed which often involved laying down a corduroy of logs to serve as a relatively stable roadbed for ties and rails. Such a right-of-way would degrade quickly after abandonment and be difficult to visualize with either aerial photography or LiDAR. Figure 21 on page 92 is a 1908 photograph made by Surry Parker of Pinetown, North Carolina. A logging locomotive is standing on submerged track in a pocosin.

Along with “railroad,” the term “tram road” occurs frequently in this work. Ideally, precise definitions of both terms would exist, with a clear distinction between the two. However, that is not the case, as these words are commonly used. Nonetheless, as a general rule, the tram road was a type of railroad constructed with less substantial, or even no roadbed. Frequently, only one or two cars were moved at a time on a tram road. Motive power used on a tram road could be oxen, horses, or a light locomotive. Tram rails might have been made with wood, metal, or a combination of both.

Within this book, the Craven and Beaufort County chapters are especially large. This is due to the fact that those counties were the headquarters for numerous companies which logged in multiple counties. In general, the entire operation of an individual company is described in the chapter devoted to the county where its headquarters was located.

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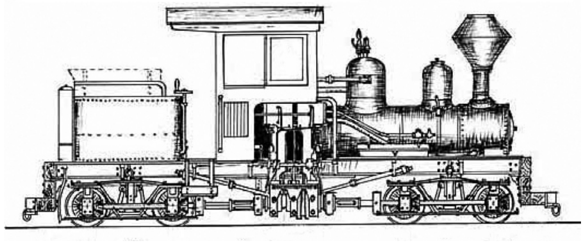
James S. Hannum, MD



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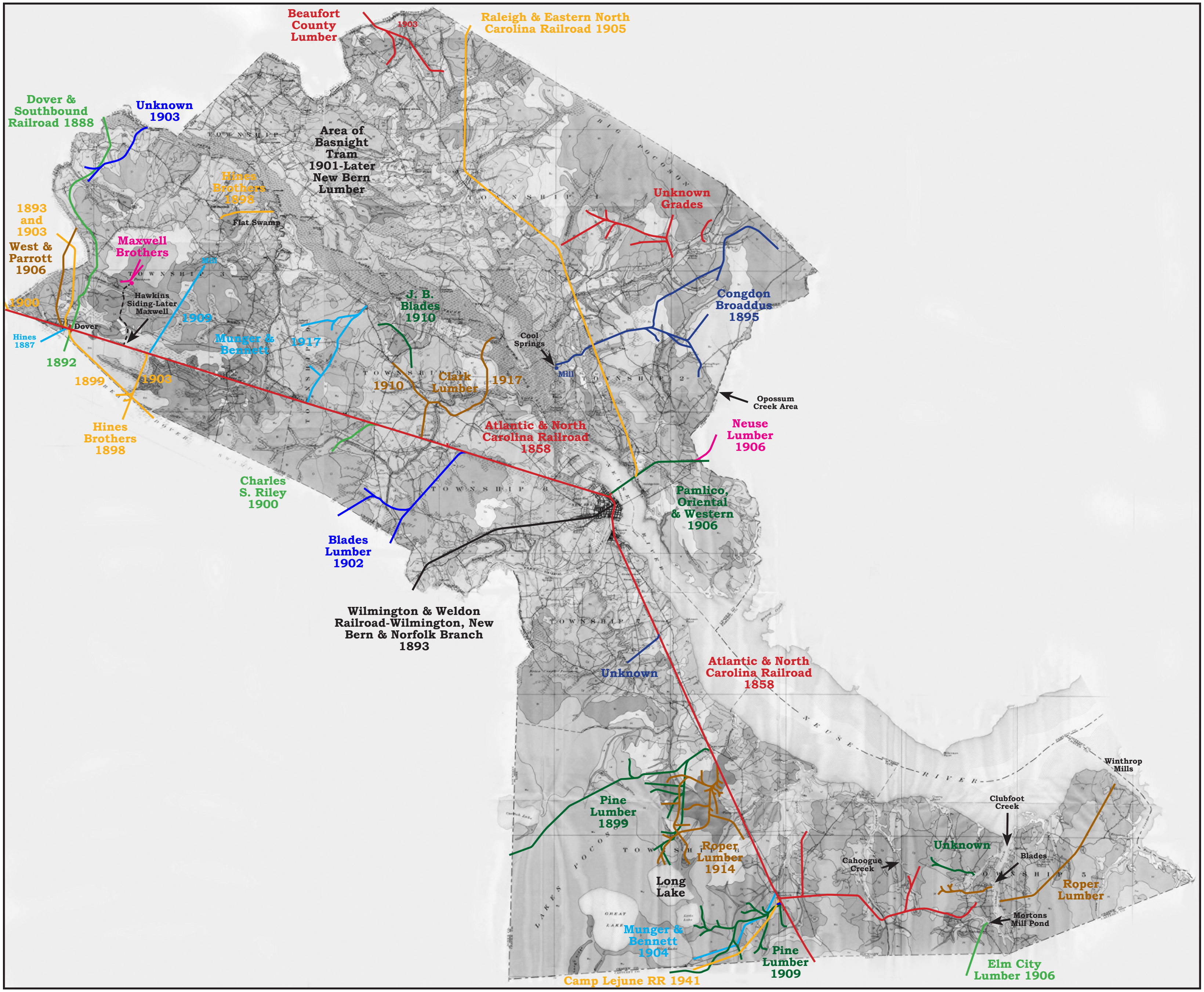
Chapter 1

Craven County


Beaufort County Lumber
1903
Raleigh & Eastern North Carolina Railroad 1905
Dover & Southbound Railroad 1888
Unknown 1903
Area of Basnight Tram 1901-Later New Bern Lumber
Hines Brothers 1898
Flat Swamp
1893 and 1903
West & Parrott 1906
Maxwell Brothers
Mill
Hawkins Siding-Later Maxwell
1900
Dover
Hines 1887
1892
1909
Munger & Bennett
1917
J. B. Blades 1910
Cool Springs
Mill
Unknown Grades
Congdon Broaddus 1895
1899
1903
1910
Clark Lumber
1917
Opossum Creek Area
Hines Brothers 1898
Atlantic & North Carolina Railroad 1858
Neuse Lumber 1906
Charles S. Riley 1900
Pamlico, Oriental & Western 1906
Blades Lumber 1902
Wilmington & Weldon Railroad-Wilmington, New Bern & Norfolk Branch 1893
Unknown
Atlantic & North Carolina Railroad 1858
Winthrop Mills
Clubfoot Creek
Pine Lumber 1899
Unknown
Roper Lumber 1914
Cahoogue Creek
Blades
Roper Lumber
Long Lake
Mortons Mill Pond
Munger & Bennett 1904
Pine Lumber 1909
Elm City Lumber 1906
Camp Lejune RR 1941

Craven County Railroads

The **Atlantic & North Carolina Railroad** was completed from Beaufort, through New Bern, to Goldsboro in 1858. After 1910, it was operated as part of the **Norfolk Southern Railroad**. Figure 1 comes from page 169 of the *Seventeenth Annual Report of the North Carolina Corporation Commission for the Year Ending December 15, 1915*. Named places along the line are visible as well as the milepost where each was located. Since 1989, this right-of-way has been part of the **North Carolina Railroad** and currently is leased by the **Norfolk Southern Railway**.

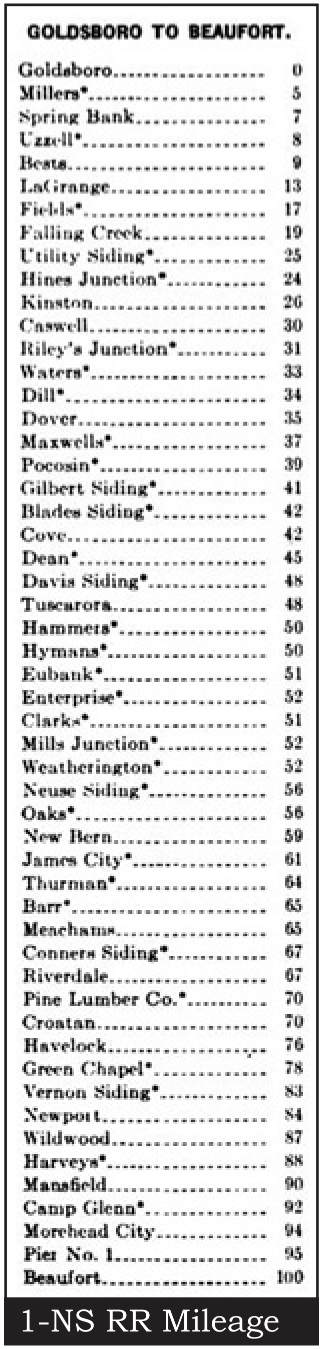
The enterprise which eventually developed into the **Blades Lumber Company** was formed by William B. Blades and one of his brothers, James B. Blades. It operated under the name of **William B. Blades & Bro**. Somewhat later, two more brothers joined that business, which then became the Blades Lumber Company. It was comprised of William B., Charles G., James B., and L. S. Blades. Prior to 1906, the Blades Lumber Company was the largest lumber manufacturer in Craven County.

Two other Craven County lumber businesses were associated with the Blades family. One was the **Neuse Lumber Company**, which will be described later in this chapter. The other was the **Clark & Company**. Comprised of Joseph B. Clark and four Blades men, Clark & Company began leasing waterfront property in New Bern as early as 1889. It, too, will be covered separately. It must be distinguished from a later lumber business incorporated as the **Clark Lumber Company**, which will also be reviewed subsequently.

On July 19, 1886 William B. and James B. Blades, doing business as William B. Blades & Brother, leased their first Craven County real estate (Craven County Deed Book 95, page 65). It was a 5 ½-acre parcel southwest of James City. Located on the south side of the Trent River, it was opposite "Newbern," as the name of the community was spelled, then. That property would become the site of the first Blades Lumber Company mill. Timber could be driven there using the Trent River. The mill was also well-positioned to receive logs from places south of James City via the Atlantic & North Carolina Railroad.

At New Bern, the Blades Lumber Company acquired a second sawmill on January 21, 1895. It was the former Clark Lumber Company mill, sited on the Neuse River, at the corner of King and East Front Streets (Craven County Deed Book 117, page 393). Logs could be floated to this mill on the Neuse and Trent Rivers and also transported there over the Atlantic & North Carolina Railroad and the Wilmington & Weldon Railroad.

The first logging railroad constructed by the Blades Lumber Company was in Jones County. In 1895, the company purchased timber rights for a period of five years on a 650-acre property known as "the Foy Plantation." That parcel was situated on both sides of the Pollocksville-Maysville Road, approximately four miles south of Pollocksville. Six of those acres located on the Wilmington, Onslow & East Carolina Railroad (which had been completed two years earlier) were designated as the site for a Blades sawmill. Tram road construction was permitted (Jones County Deed Book 39, page 404). An 1896 deed confirmed that the sawmill and tram road were in operation



GOLDSBORO TO BEAUFORT.

Goldsboro	0
Millers*	5
Spring Bank	7
Uzzell*	8
Bests	9
LaGrange	13
Fields*	17
Falling Creek	19
Utility Siding*	25
Hines Junction*	24
Kinston	26
Caswell	30
Riley's Junction*	31
Waters*	33
Dill*	34
Dover	35
Maxwells*	37
Pocosin*	39
Gilbert Siding*	41
Blades Siding*	42
Cove	42
Dean*	45
Davis Siding*	48
Tuscarora	48
Hammers*	50
Hymans*	50
Eubank*	51
Enterprise*	52
Clarks*	51
Mills Junction*	52
Weatherington*	52
Neuse Siding*	56
Oaks*	56
New Bern	59
James City*	61
Thurman*	64
Barr*	65
Meachams	65
Conners Siding*	67
Riverdale	67
Pine Lumber Co.*	70
Croatan	70
Havelock	76
Green Chapel*	78
Vernon Siding*	83
Newport	84
Wildwood	87
Harveys*	88
Mansfield	90
Camp Glenn*	92
Morehead City	94
Pier No. 1	95
Beaufort	100

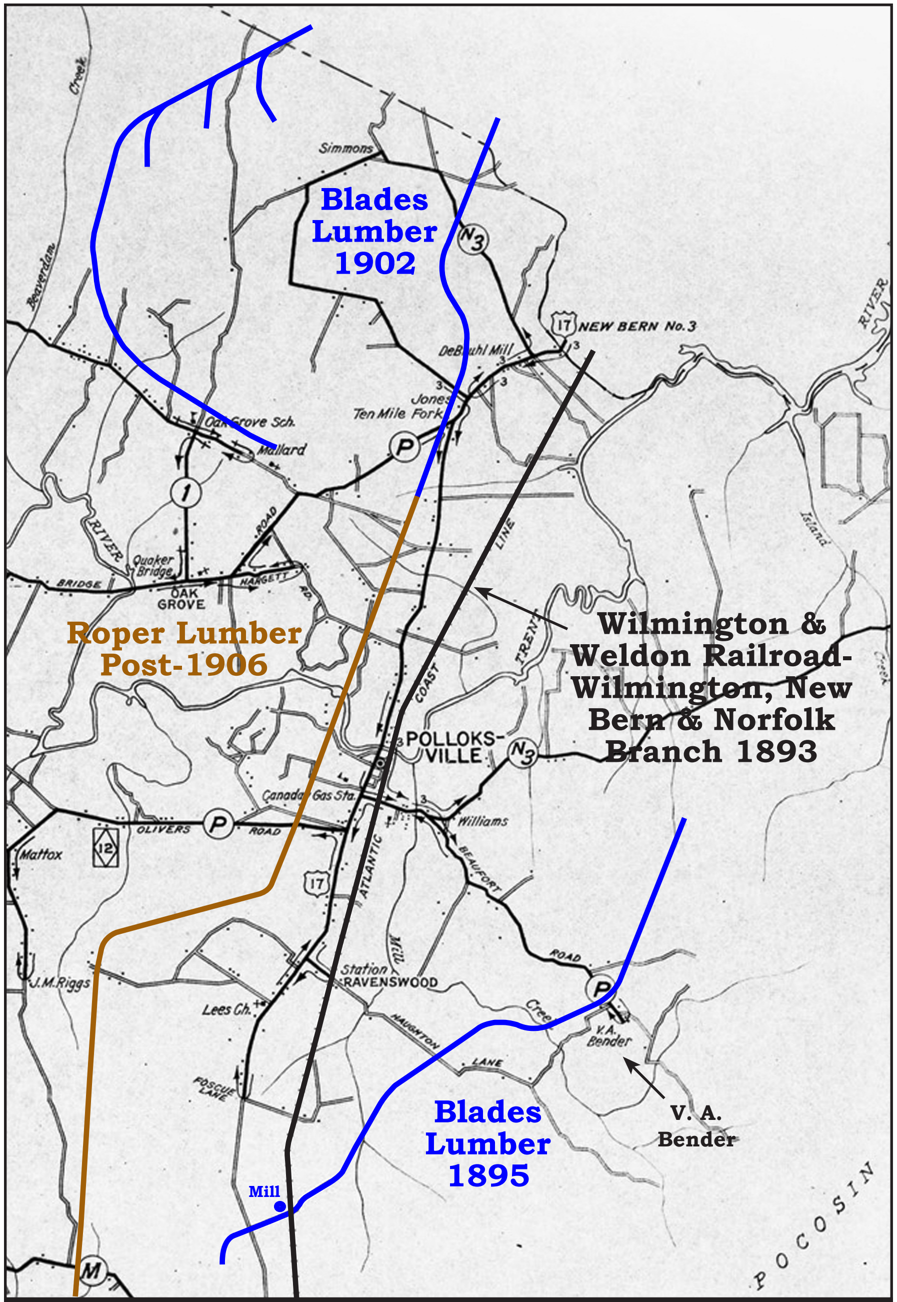
1-NS RR Mileage

(Jones County Deed Book 40, page 176). Another 1895 timber deed granted timber rights in the area northeast of the proposed sawmill site. Bounds mentioned included Bender Road (see V. A. Bender on Figure 2) and Mill Creek (Jones County Deed Book 39, page 407). On 1938 aerial photographs, that right-of-way can be followed to a point about two miles northeast of Mill Creek.

Possibly as early as 1899, the Blades Lumber Company began acquiring a right-of-way for another substantial Jones County logging railroad. It travelled south from an origin on the Atlantic & North Carolina Railroad at Clarks, in Craven County (Jones County Deed Book 42, page 456). Two Craven County right-of-way deeds were recorded in 1902. Both seem to be in the vicinity of modern-day Tuscarora-Rhems Road. The first, with Joseph F. Rhem as grantee, is memorialized on page 39 of Craven County Deed Book 142. Some bounds are described as “beginning at the mouth of Big Branch that makes [sic] into Bachellor Creek, a little above the old mill dam, and Main road, and thence down the various courses of said creek to the mouth of a Branch called the Edmund Williams Branch . . .” The term of this right-of-way was twelve years, starting on January 10, 1901.

The second deed was written on May 12, 1902 and recorded on page 375 of Craven County Deed Book 163. Therein, Anthony Harriss granted a right-of-way across his 28 acres described as “land situated on the west side of the New Road or road leading from Trent road at Wm. Scotts place to Tuscaroa [sic], adjoining the lands of David DeBruhl . . .” Also mentioned was “Bogg plantation” and “big Branch” (assumed to be Big Branch of Bachelor Creek) and its west prong. That right-of-way may not have been used as part of a mainline, for its term was just two years.

Another right-of-way deed was recorded in 1905 on page 431 of Craven County Deed Book 180. That property was “bounded on the north by the lands of W. A. Adams, on the

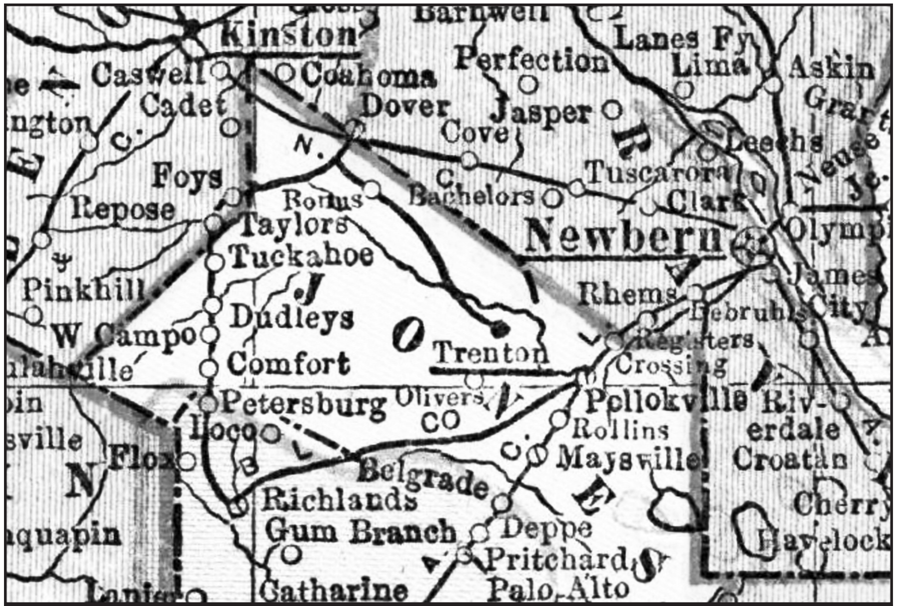

Blades Lumber 1902
Roper Lumber Post-1906
Wilmington & Weldon Railroad-Wilmington, New Bern & Norfolk Branch 1893
Blades Lumber 1895
V. A. Bender
Mill
Simmons
NEW BERN No.3
DeBruhl Mill
Ten Mile Fork
Oak Grove Sch.
Mallard
Quaker Bridge
OAK GROVE
POLLOKSVILLE
Canada Gas Sta.
OLIVERS ROAD
Mattox
Williams
BEAUFORT ROAD
Station RAVENSWOOD
J.M.Riggs
Lees Ch.
HAUGHTON LANE
Mill Creek
POCOSIN
TRENT RIVER
ATLANTIC COAST LINE

2-Blades Lumber Company Railroads in Jones County east by the Public Road leading from Batchelor's Creek to Tuscarora, on the south by lands of Sylvester Scott and on the west by Graham Richardson Lane containing 108 acres, more or less . . ." This right-of-way was 100 feet wide.

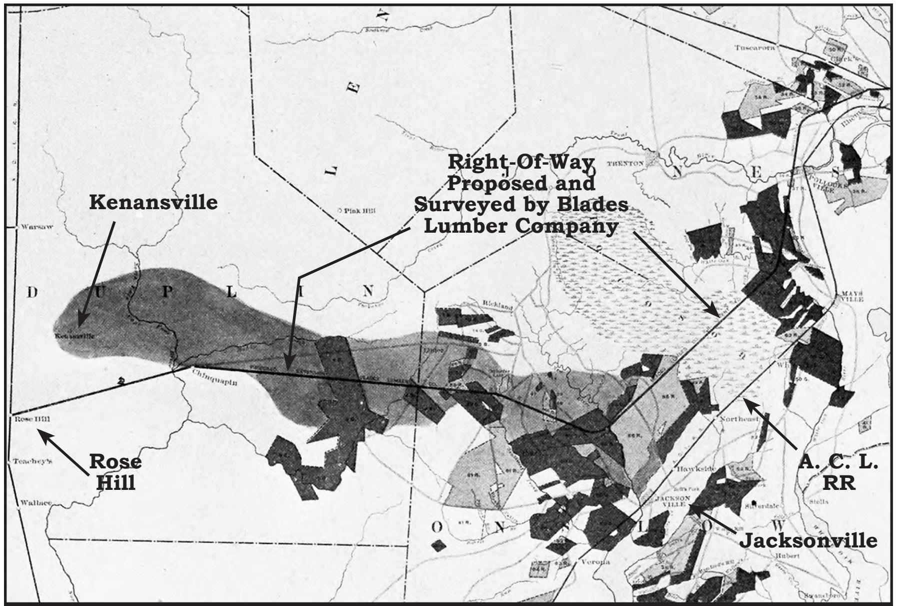
The main line of this logging line was in operation by 1902. In Craven County, south of Clarks, a branch exited the mainline and passed to the southwest, eventually turning south and then southeast. It was used to harvest timber on the north side of the current Ten Mile Fork Road (Jones County Deed Book 42, pages 47 and 101).

The Blades Lumber Company planned to extend this right-of-way farther south, into Jones County. The extension was surveyed along the west side of Pollocksville, passing through Onslow County, and terminating at Rose City, in Duplin County. After 1906, the Roper Lumber Company actually constructed much of this proposed right-of-way. Figure 2 displays some of these grades on the 1943 *Rural Delivery Routes Jones County*. Figure 3 is part of the 1911 map *North Carolina* produced by The Geographic Publishing Company. Note the presence of the railroad labelled "B L CO" connecting "Pollokville" and "Richlands." That same feature can also be found on Cram's 1909 map *North Carolina* (not reproduced here). Although some of this grade was, indeed, constructed by the Blades Lumber Company, by 1909 it was owned and operated by the Roper Lumber Company. Also, its right-of-way actually passed well to the south of Richlands, rather than through that community. The entire extent of this logging line is visible in Figure 4, which comes from the April 27, 1907 issue of *American Lumberman*.

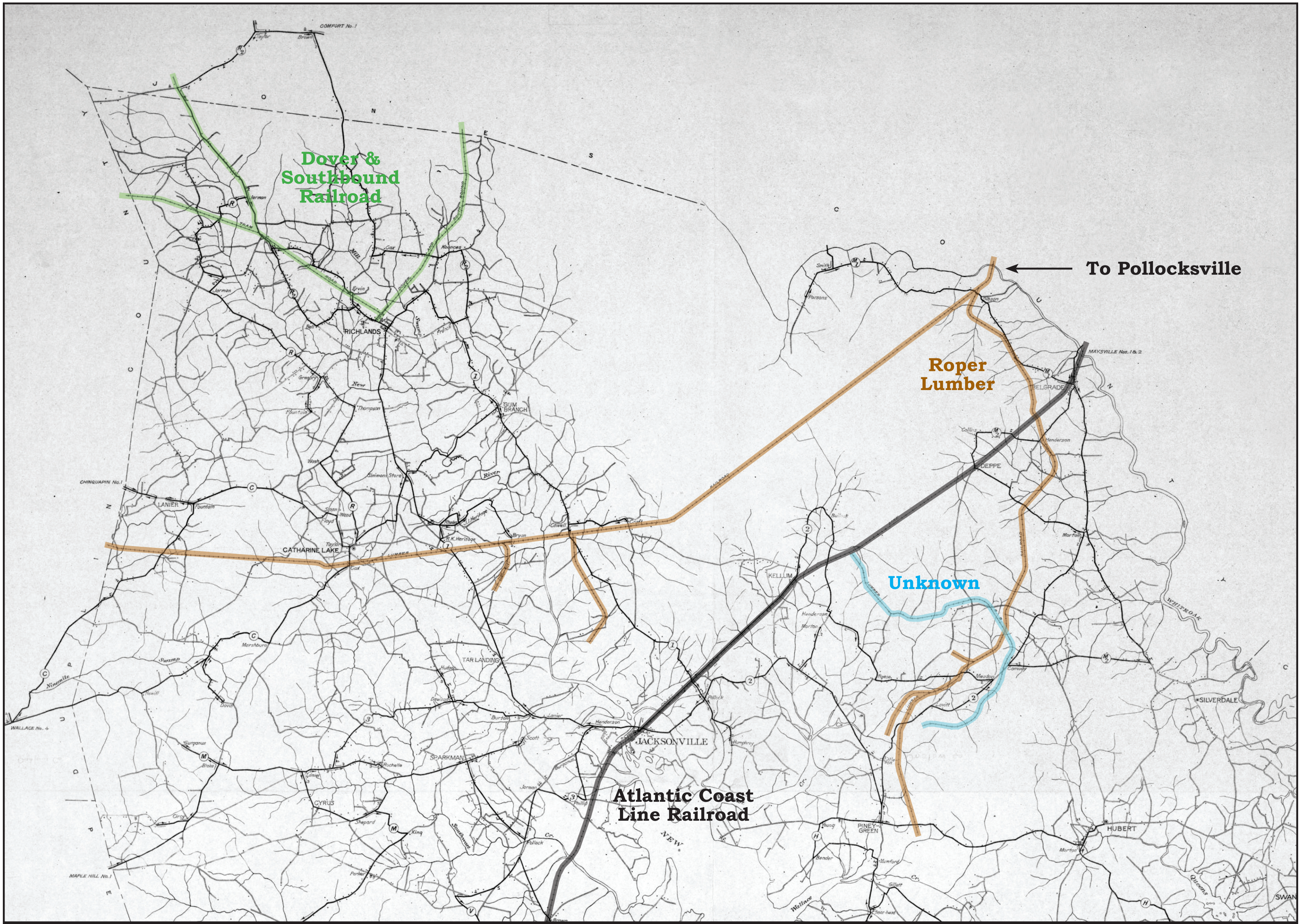
The Blades Lumber Company began buying timber rights in Onslow County about 1899. A representative deed, dated June 22, 1899 (recorded in Onslow County Deed Book 67, page 237) mentions property bounded by the public road between Jacksonville and Richlands, by way of Half Moon. The grade constructed there (which


Kinston
Barnwell
Caswell
Cadet
Coahoma
Dover
Perfection
Lanes Fy
Lima
Askin
Jasper
Cove
Foys
Repose
Bonus
Bachelors
Tuscarora
Clark
Taylors
Tuckahoe
Newbern
Pinkhill
Dudleys
Rhems
W Campo
Comfort
Trenton
Registers Crossing
Petersburg
Olivers
B L CO
Pollokville
Rollins
Maysville
Flox
Belgrade
Richlands
Gum Branch
Deppe
Pritchard
Palo Alto
Catharine
Croatan
Cherry
Havelock
James City

3-1911 Blades Lumber Company on *North Carolina*


Kenansville
Right-Of-Way Proposed and Surveyed by Blades Lumber Company
Rose Hill
A. C. L. RR
Jacksonville

4-1906 Surveyed Blades Lumber Company Grade

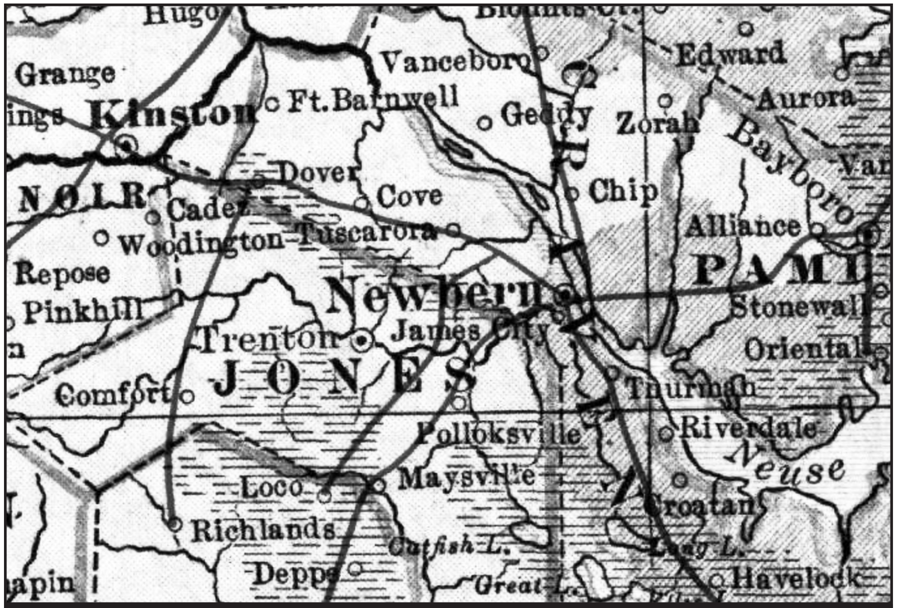

COMFORT No. 1
Dover & Southbound Railroad
To Pollocksville
Roper Lumber
MAYSVILLE Nos. 1 & 2
BELGRADE
RICHLANDS
GUM BRANCH
DEPPE
CHINQUAPIN No. 1
LANIER
CATHARINE LAKE
KELLUM
Unknown
TAR LANDING
SILVERDALE
WALLACE No. 4
JACKSONVILLE
SPARKMAN
Atlantic Coast Line Railroad
CYRUS
PINEY GREEN
HUBERT
MAPLE HILL No. 1
SWAN

5-1920 *Rural Delivery Routes Onslow County, N. C.*

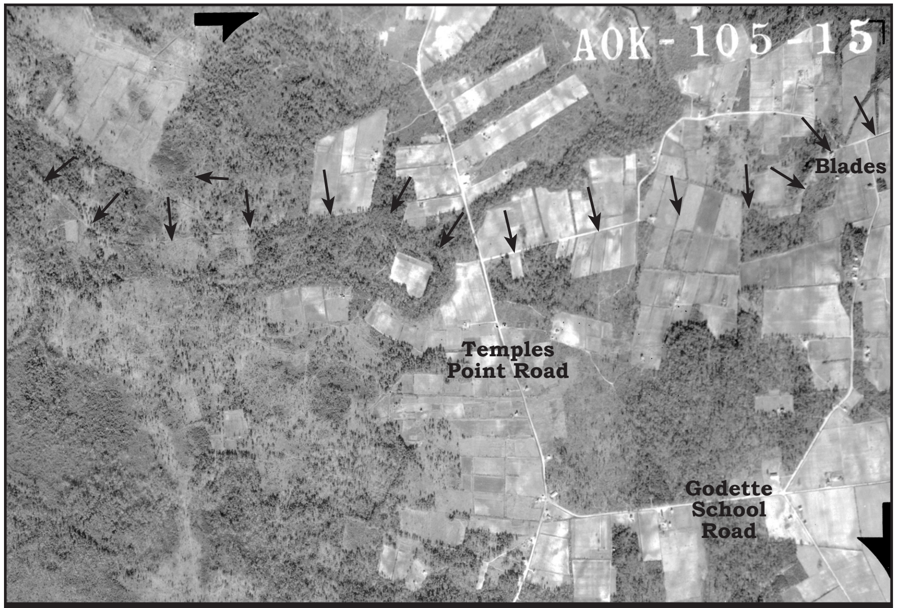
probably was surveyed originally by the Blades Lumber Company) is visible on part of the 1920 *Rural Delivery Routes Onslow County, N. C.*, reproduced in Figure 5. Those Onslow County timber rights and the rail line leading to them were sold to the Roper Lumber Company in 1906. Figure 6 is part of Patten's 1909 *North Carolina*, which may not have been updated to show the entire Roper line. Here, Roper's grade appears only to have reached a place in Onslow County known as Loco.

The Blades Lumber Company was associated with at least three additional segments of logging railroad. Although a general location is known for each, contemporaneous maps of those lines have not been discovered. The first was located at the community of Blades, southeast of New Bern, in Township 5 of Craven County. The 1907 edition of *Sawmill Equipment Register* has an entry, at Blades, for the Roper Lumber Company. As explained earlier, in 1906, the John L. Roper Lumber Company purchased all Blades logging railroads and much of that company's timberland and timber rights.

The 1907 *Sawmill Equipment Register* also reported that the Roper railroad at Blades was a 36-inch gauge line, twelve miles in length, with two more miles under construction; it used 25-pound rails and operated with one locomotive and fourteen cars. Since it was not of standard gauge, it was not intended to interchange cars with the Atlantic & North Carolina Railroad, which operated west of the community of Blades. Lumber produced by the mill at Blades was transported by water. The railroad there was no longer listed in the 1915 edition of *Sawmill Equipment Register*. Figure 7 is part of a 1939 aerial photograph of the region around Blades. A possible path for this railroad is indicated by the author with arrows.


Hugo
Grange
Kinston
Ft.Barnwell
Vanceboro
Geddy
Edward
Aurora
Zorah
Bayboro
NOLR
Dover
Cove
Chip
Cades
Woodington
Tuscarora
Alliance
Repose
Pinkhill
Newbern
PAMI
Stonewall
Trenton
James City
Oriental
JONES
Comfort
Thurman
Pollocksville
Riverdale
Neuse
Loco
Maysville
Croatan
Richlands
Catfish L.
Depps
Great L.
Havelock

6-1909 Patten Map *North Carolina*


AOK-105-15
Blades
Temples Point Road
Godette School Road

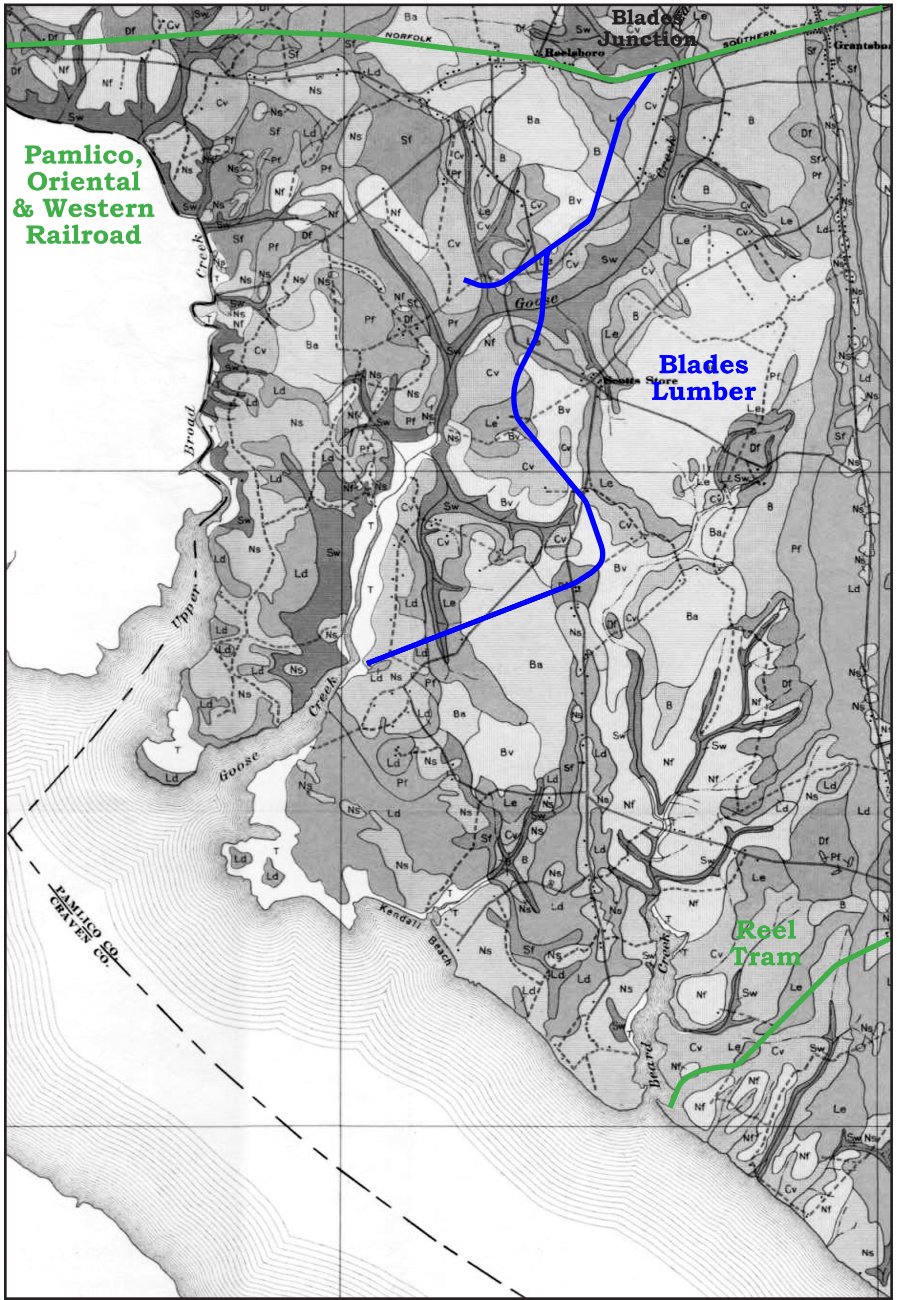
7-1939 Aerial Photograph Near Blades, North Carolina

Another substantial Blades line was in Pamlico County. There, in 1899, the company purchased numerous properties and timber rights. The July 6, 1901 *New Bernian* reported: "**Blades Lumber Company Purchase Mill and Timber Lands of Oriental Lumber Co.** – The purchase of the Congdon Lumber Co. mill plant in this city [New Bern], together with about 9,000 acres of timber land in Jones and Pamlico counties, by the Blades Lumber Company, of this city, the consideration being $61,900, was one of the largest transactions here in some years.

"The Blades Lumber Company has further increased its holdings of mill property and timber lands, by purchasing from the Oriental Lumber Co. Pamlico County, its mill plant at Oriental, together with 20,000 acres of timber lands in Craven, Pamlico and Carteret counties, the consideration being $37,000."

By 1903, the Blades Lumber Company was building a logging railroad in Pamlico County. The May 22, 1903 issue of *Railroad Gazette* revealed: "The Blades Lumber Co. is reported to be building a standard gage railroad from Sparrow Landing, N. C., via Grantsboro to Aurora." The place called Sparrow Landing could not be located on available current or historical maps of Pamlico County. However, the May 3, 1903 issue of *The Daily Journal* of New Bern reported: "A railroad is being constructed across Pamlico County, beginning at Sparrow Landing near the mouth of Upper Goose Creek, running by way of Grantsboro, will very probably be extended to Aurora in Beaufort County.

"The road is being built by the Blades Lumber Company, will be of regulation wide gauge, and it is very probable will be made a permanent road. Four miles of the grading has been finished and the work is being pushed as rapidly as possible." Figure 8 displays the mainline of this segment of railroad.

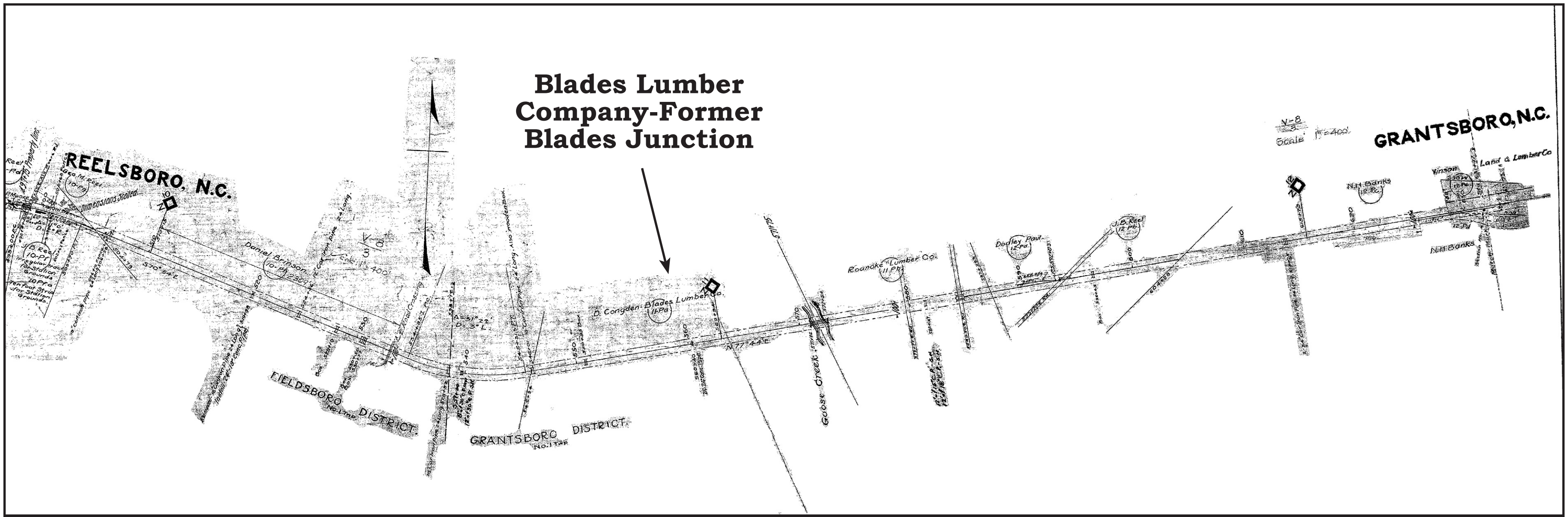

Blades Junction
Pamlico, Oriental & Western Railroad
Blades Lumber
Reel Tram
Broad Creek
Upper Goose Creek
Goose Creek
Kendall Beach
Beard Creek
PAMLICO CO.
CRAVEN CO.
Grantsboro
Reelsboro
Scotts Store
NORFOLK
SOUTHERN

8-Blades Lumber Company Grade in Pamlico County

Apparently, after the Roper Lumber Company acquired this railroad in 1906, rights-of-way over additional properties at each end of the line were needed. A series of 1907 deeds accomplished that goal. One, recorded on page 160 of Pamlico County Deed Book 47, confirms that the logging railroad crossed to the north side of the Pamilco, Oriental & Western Railroad. Two spurs north of the crossing, one on the east and the other to the west, connected the two railroads. The place of crossing came to be known as Blades Junction.

At the south end of the line, another deed signed in 1909 (Pamlico County Deed Book 51, page 223) “assigns a full right of way over and across our tract of land laying between the Sanders land, Bright land and the Wood Landing on Goose Creek, by way of the old cart road leading across said land . . .”

The right-of-way visible in Figure 8 is suggested by a substantial amount of unfortunately, less than conclusive evidence. Two December 1903 right-of-way deeds (Pamlico County Deed Book 35, pages 513 and 522) and a third deed signed in 1904 (Pamlico County Deed Book 38, page 193) provide indirect information about the general area where some of this railroad existed. Tilghman Simpson was the grantor in the first document. An exact location was not specified. The second right-of-way was granted by John W. Pipkin and was located on “the Oak Woods lands.” Pipkin owned several parcels in the part of Pamlico County where the railroad operated, between Goose Creek and Beard Creek, and along Neuse Road. Alex Scott granted the 1904 right-of-way, which is assumed to have been in the region around Scotts Store. That notion is reinforced by the fact that in July 1904, J. C. Cannon granted the Blades Lumber Company a six-month lease for right-of-way over a wagon road on his land. That document was recorded on page 178 of Pamlico County Deed Book 38. Cannon’s road led to Muddy Landing Road, which currently is known as Secondary Road 1108. It is also called Scott Store Road.


Blades Lumber Company-Former Blades Junction

9-1914 Location of Blades Junction on Valuation Map of Section 8, Sheet 3

Blades Junction was farther north. It was the place where a common-carrier railroad, the Pamlico, Oriental & Western Railroad, needed to cross the northern end of the pre-existing Blades Lumber Company logging railroad. The lumber company sold the new common carrier a right-of-way across its grade on October 27, 1904, which was recorded in Pamlico County Deed Book 39, page 322. The place of that crossing can be identified in Figure 9, a Valuation map which displays the Pamlico Branch of Norfolk Southern Railroad. Dated June 30, 1914, this is part of Valuation Section 8, Sheet 3. This crossing was approximately one eighth mile west of Goose Creek. In that area, Blades Lumber Company" is visible on the figure.

For a while, Blade Junction was a station stop along the Pamlico, Oriental & Western Railroad, which went into operation there about 1906. A timetable from that railroad, which appeared in the June 26, 1907 issue of the Newbern *Daily Journal*, reveals that Blades Junction was located between Reelsboro and Grantsboro. For some reason, running time from Reelsboro to Blades Junction was about 3-4 times longer than the running time from Blades Junction to Grantsboro.

At about the time the Pamlico, Oriental & Western was constructed at Blades Junction (1906), the Roper Lumber Company bought the nearby Blades logging line. Subsequently, Roper's company used the former standard gauge Blades track to ship lumber north to Blades Junction, and from there, west to New Bern. This is confirmed by a 1942 US Government document available online at: <https://www.govinfo.gov/content/pkg/GOVPUB-RR-9e36ca4dcca02f2b5fffc6afa362715e/pdf/GOVPUB-RR-9e36ca4dcca02f2b5fffc6afa362715e.pdf>. It reads: "Prior to the Railroad's [Norfolk & Southern] acquisition of Roper's stock, Roper operated a logging railroad about 13 miles in length [the former Blades line that originated at Clarks, along the Atlantic & North Carolina Railroad]. Thereafter and until approximately June 30, 1921, when it discontinued all its operations, Roper's railroad lines, located for the most part in North Carolina, aggregated approximately 140 miles in length. In addition, pursuant to agreements entered into from time to time, Roper had trackage rights over various lines of the Railroad [Norfolk & Southern] connecting with its own lines. Thus, under an agreement entered into on February 28, 1907, the Railroad [Norfolk & Southern] granted to Roper for a period of ten years the right to operate Roper's trains over the Railroad's [Norfolk & Southern] tracks between Clarks and New Bern, between Blades Junction and New Bern, and between Bishop's Crossing and Belhaven, all in North Carolina."

Pamlico County timber could also have been hauled to Sparrow Landing (also called "the Wood Landing"). From there, logs might have been towed to Oriental or to any of the other waterfront mills operated by the Blades (and later, the Roper) Lumber Company. The mill at Oriental and Blades' Pamlico County railroad became the property of the Roper Lumber Company in 1906. That railroad was described in the 1907 *Sawmill Equipment Register* as six miles in length and of standard gauge. It was laid with 25-pound rails and had 18 cars, but no locomotive at that time. The 1912 edition of *Sawmill Equipment Register* continued to show a Roper Lumber Company mill at Oriental, but the Pamlico County railroad, originally built by the Blades Lumber Company, was absent.

Yet another railroad with a relationship to the Blades Lumber Company was described in the November 21, 1905 Wilmington *Messenger*: "The Blades Lumber Company controls a railroad [unnamed] running from Kinston to Dover and it is understood from a good source that the Standard Oil Company is contemplating the continuation of this road to Wilmington, giving a parallel line to the Atlantic Coast Line. The independent line connects at Kinston with the Atlantic & North Carolina railroad and this would work in conjunction with the Southern." The "independent line" mentioned above was the Dover & Southbound Railroad, which will be described later in this chapter.

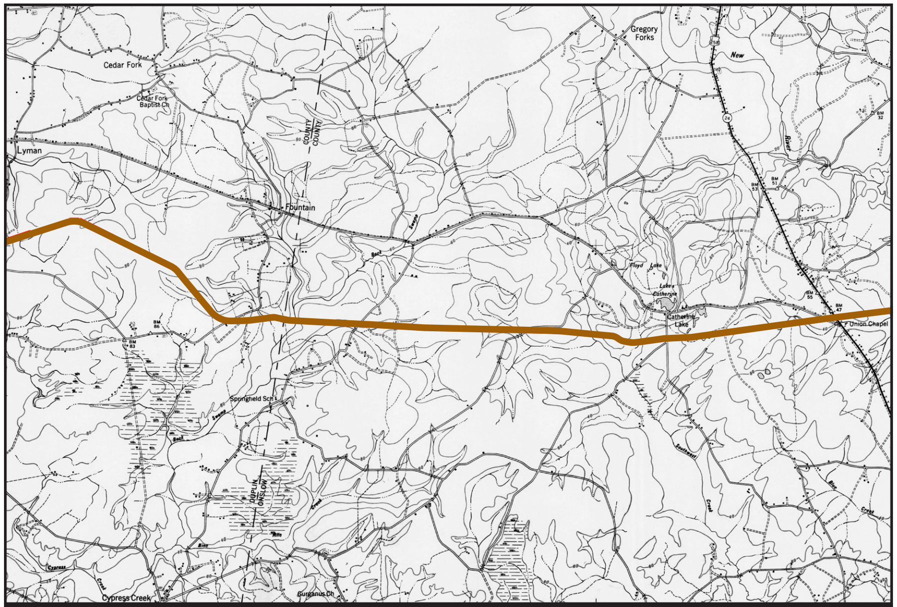
On June 30, 1906, the Blades Lumber Company sold its lumber manufacturing business to the John L. Roper Lumber Company of Norfolk, VA. The sale was recorded on page 23 of Craven County Deed Book 161. All Roper Lumber Company common stock was controlled by the Norfolk & Southern Railway. The former Blades Lumber Company logging railroads were part of the transaction. The document provides a concise list of all Blades real estate and timber contracts to be transferred in Carteret, Craven, Duplin, Jones, Lenoir, Onslow, and Pamlico Counties.

In anticipation of the June 30th sale, the June 6, 1906 Elizabeth City *Daily Economist* reported: "Mr. J. B. Blades, who with his brother built up the largest lumber business North Carolina has known, was in Raleigh yesterday and stated that two days ago the checks were passed by which the Blades Lumber Company went out of the hands of the Blades brothers and became the property of a New York syndicate . . .

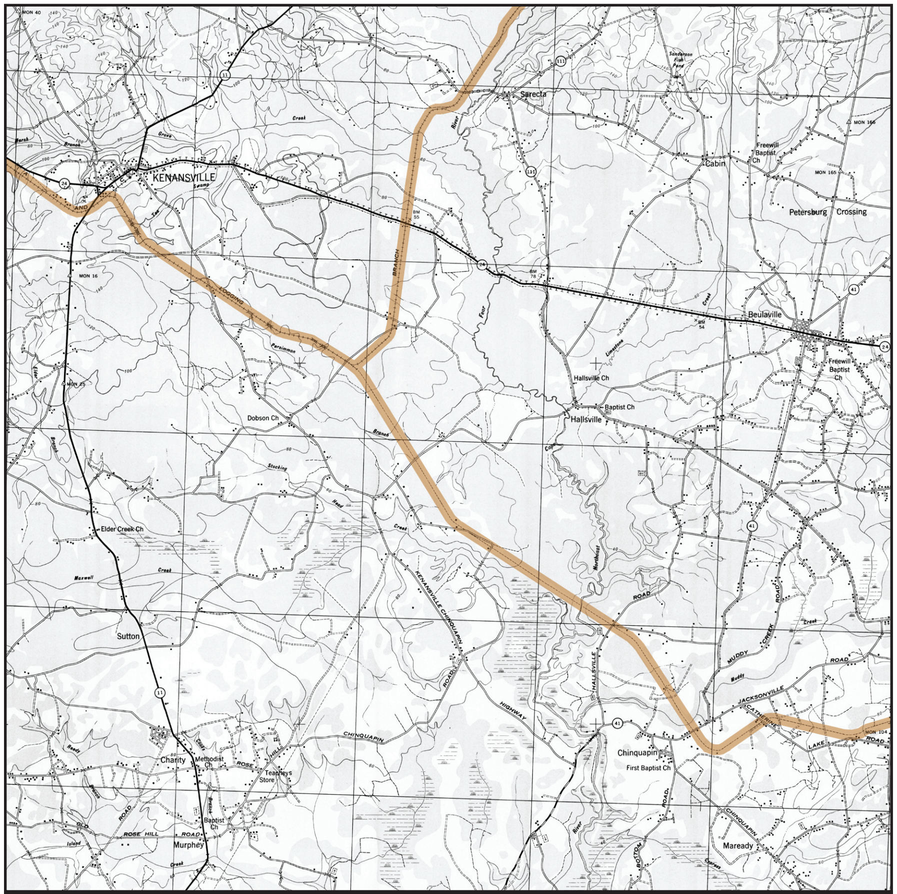
"The property sold embraces seven sawmills and one planing mill, situated at New Berne, James City, Oriental, Blades, and Jacksonville, three tug boats barges and vessels. They retain one-half interest in the Neuse Lumber Company at New Berne consisting of saw and planing mill. The timber sold is estimated at one billion feet. The [Blades] company owned nearly 50 miles of railroad, which goes to the new purchasers. The principal part of the railroad is from Pollocksville to Jacksonville [incorrect-no Blades Lumber Company line reached Jacksonville]. The Norfolk and Southern Railroad will use part of that road on its extension from New Berne to Jacksonville [which was never constructed or operated], and from Jackson [sic] it will go to Richlands and on near Kenansville, where much timber has been bought."

The Norfolk & Southern Railway chose not to utilize the Blades Lumber Company grade which originated near Clarks as part of a new segment of railroad leading to Jacksonville. However, the Roper Lumber Company did use it to eventually reach the region around Kenansville, in Duplin County. That right-of-way, on the border between Onslow and Duplin Counties, is visible in Figure 10, which comes from the 1948 USGS Topographical Map of the Richlands Quadrangle. Figure 11 is part of the 1943 USGS Topographical Map of the Kenansville Quadrangle. A previously surveyed Blades Lumber Company grade between Chinquapin and Rose Hill (see Figure 4) is not present and the Roper Lumber Company had built a new right-of-way from Chinquapin toward Kenansville.

Contrary to one of the preceding newspaper accounts, after the sale to the Roper Lumber Company, the Blades Lumber Company continued to engage in lumbering and the operation of logging railroads. Various newspaper



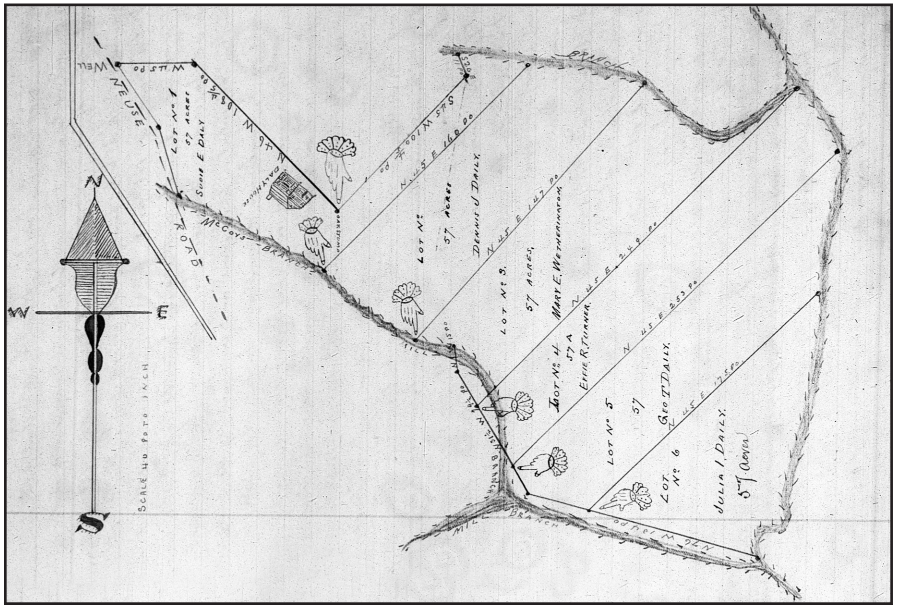
10-1948 Roper RR in Onslow and Duplin Counties articles published after 1906 identify an active Blades Lumber Company. J. B. Blades was then the primary manager and the business was often called the J. B. Blades Lumber Company. On July 9, 1906, a portfolio of Craven and Beaufort County timberland was obtained from the Broaddus & Ives Lumber Company. Included in that deed, recorded on page 276 of Craven County Deed Book 160, was a Beaufort County mill and dry kiln at Cool Springs, along with an associated tram railway. The tramway originated at Cool Springs and travelled northeast, toward Edwards Mill in Beaufort County (which probably represents the current location of Edwards, in Beaufort County).


KENANSVILLE
Sarecta
Cabin
Petersburg
Crossing
Beulaville
Hallsville Ch
Hallsville
Dobson Ch
Elder Creek Ch
Sutton
Charity
Murphey
Chinquapin
Maready

11-1943 Roper Lumber Company RR in Duplin County

The 1907 *Register of Sawmill Equipment* lists no logging railroad for either the Blades Lumber Company or the J. B. Blades Lumber Company. But the 1912 edition of that publication shows that the J. B. Blades Lumber Company operated a six-mile line. The 1915 version of *Register of Sawmill Equipment* listed a twelve-mile, standard gauge railroad. Where that right-of-way was sited is not clear, although at least four locations seem possible.

One was in the region of Robert Daly's land near Mill Run and McCoy Branch, in Craven County. Figure 12 is a partition map drawn by D. J. Daly and filed on page 305 of Craven County Deed Book 145. In 1910, the J. B. Blades Lumber Company obtained rights-of-way through


N
W
E
S
NEUSE
ROAD
McCOYS BRANCH
MILL BRANCH
LOT No 1
57 ACRES
SUSAN E DAILY
LOT No
57 ACRES
DENNIS J DAILY
LOT No 3.
57 ACRES
MARY E WETHERINGTON
LOT No 4
57 A
EFFIE R. TILMAN
LOT No 5
57
GEO T DAILY
LOT No 6
JULIA I. DAILY
57 Acres
SCALE 40 POLES TO 1 INCH

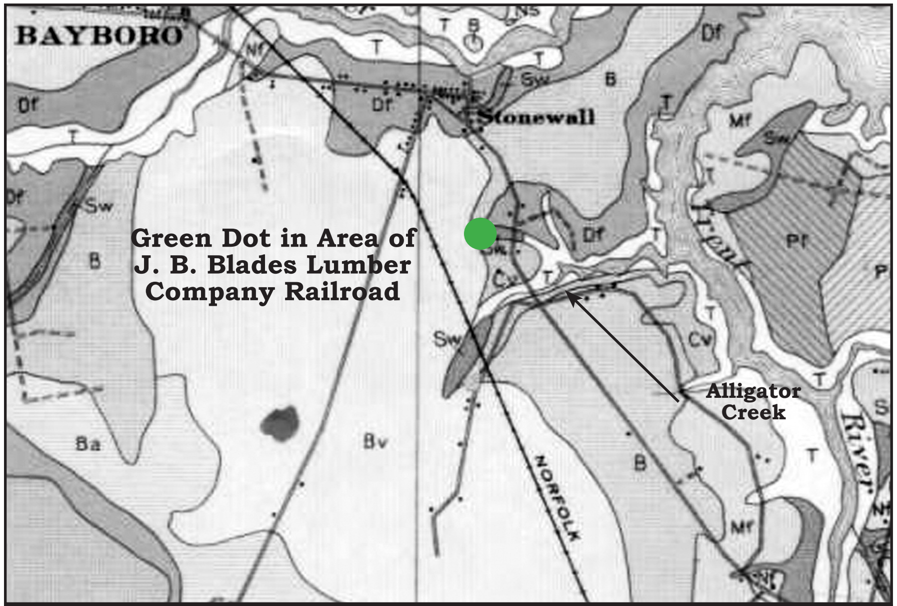
12- Map of Land Near Mill Run and McCoy Branch

Lots 1 and 2. Those deeds were filed on pages 496 and 498 of Craven County Deed Book 161.

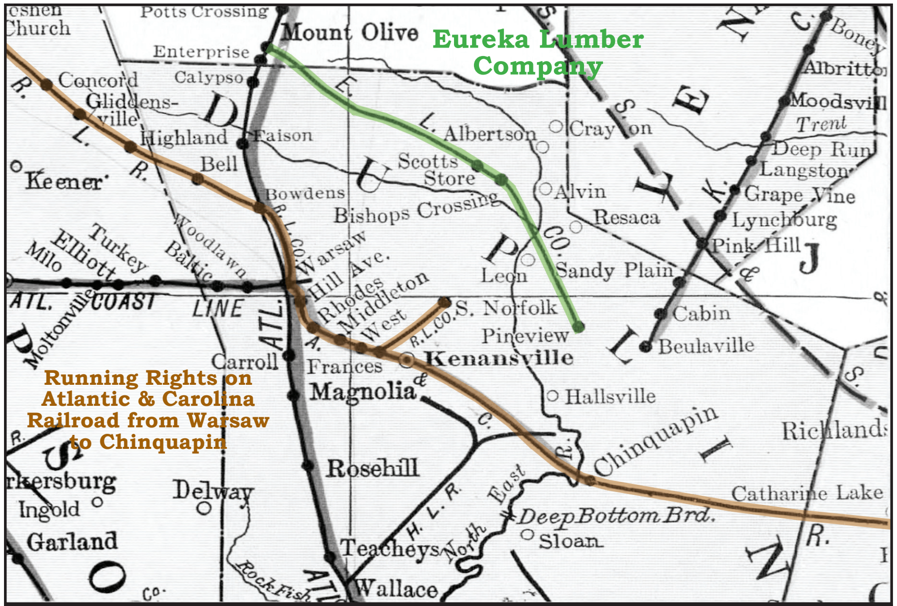
A second possible site was obtained in 1910. The J. B. Blades Lumber Company acquired the old Blades mill near Blades, which had been sold to the Roper Lumber Company in 1906. This mill was described as being located on Upper Clubfoot Creek and, at the time of the sale, was owned by I. N. Howard. The transaction was recorded on page 515 of Craven County Deed Book 181.

The third possible 1915 location for the J. B. Blades Lumber Company railroad was acquired in Pamlico County. It was located between the community of Stonewall and the west side of Alligator Creek, on the south side of Bay River. Figure 13 displays that area. The J. B. Blades Lumber Company acquired this property and a right-of-way across it in a 1914 deed recorded on page 186 of Pamlico County Deed Book 62. A fourth location, also acquired in Pamlico County in 1914, was on the north side of Bay River. The grant included a right-of-way and was recorded on page 191 of Pamlico County Deed Book 62.

The **John L. Roper Lumber Company** first bought timber rights in Craven County in 1892. With the purchase of most assets of the Blades Lumber Company in 1906, Roper took over operation of the Blades logging lines in Craven County. The largest one originated just east of Clarks, on the Atlantic & North Carolina Railroad and travelled southwest into the northern part of Jones County. Subsequently, the Roper Lumber Company extended the line farther south, building along the west side of Pollocksville. The October 23, 1906 *New Bern*


BAYBORO
Stonewall
Green Dot in Area of J. B. Blades Lumber Company Railroad
Alligator Creek
Trent
River
NORFOLK

13-Area of J. B. Blades Lumber Co. Right-of-Way


Eureka Lumber Company
Running Rights on Atlantic & Carolina Railroad from Warsaw to Chinquapin
Mount Olive
Potts Crossing
Enterprise
Calypso
Concord
Gliddens-ville
Highland
Faison
Bell
Keener
Bowdens
Albertson
Cray
Alvin
Resaca
Scotts Store
Bishops Crossing
Warsaw
Hill Ave.
Rhodes
Middleton
West
Leon
Sandy Plain
S. Norfolk
Pineview
Kenansville
Cabin
Beulaville
Turkey
Elliott
Milo
Baltic
Woodlawn
ATL. COAST LINE
Moltonville
Carroll
Frances
Magnolia
Hallsville
Chinquapin
Rosehill
Delway
Ingold
Garland
Teacheys
Wallace
Deep Bottom Brd.
Sloan
Richlands
Catharine Lake
Albritton
Moodsville
Trent
Deep Run
Langston
Grape Vine
Lynchburg
Pink Hill
Boney
North East

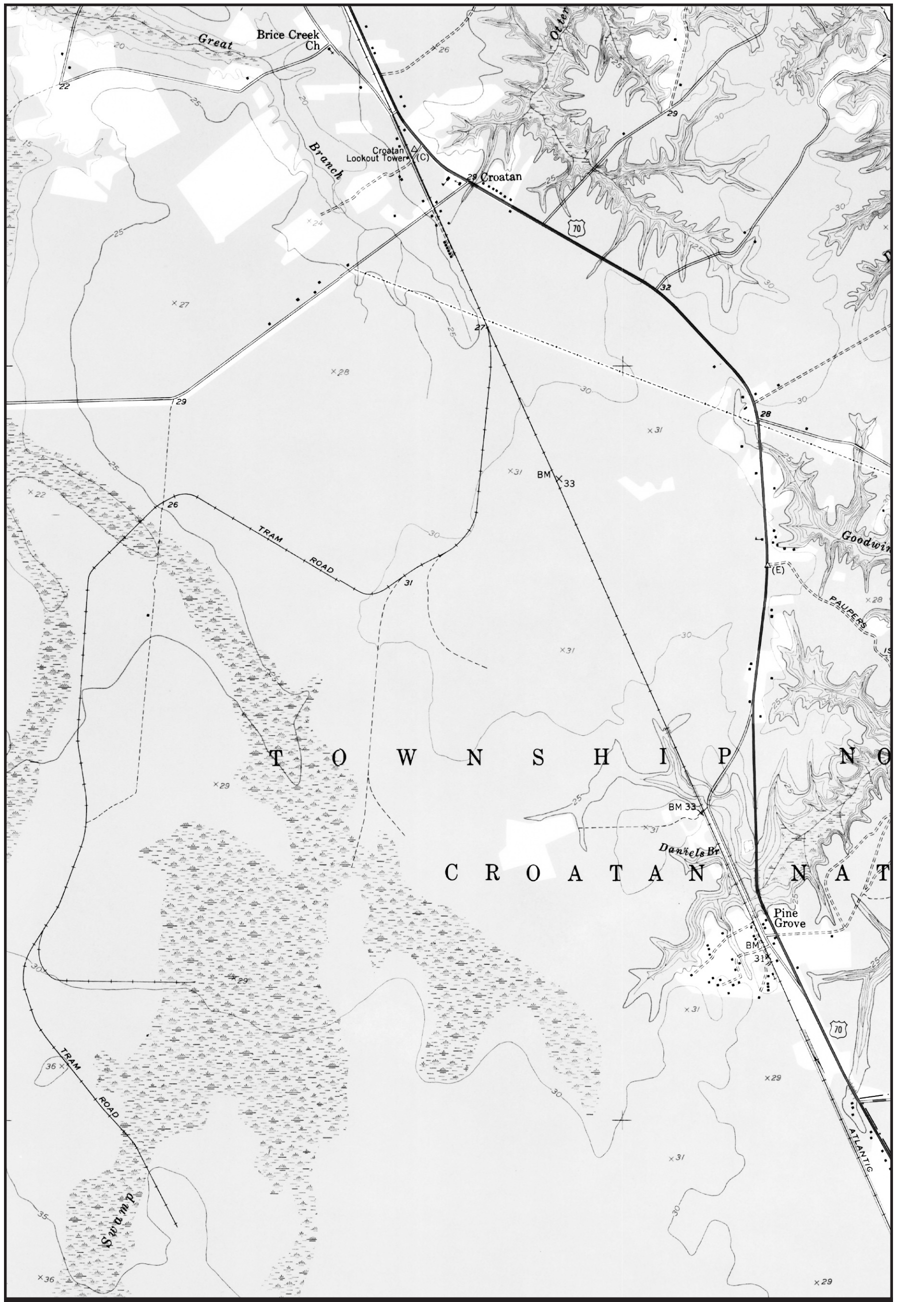
14-1922 Roper Lumber Company Grades in Brown

Weekly Journal reported, from Raleigh, that “the Roper Logging & Timber Company” had been granted a charter “to build logging railways and to cross the Trent River near Pollocksville, if the government consents.”

From there, the railway was extended into Onslow County (see Figure 6). Later, the Roper right-of-way reached the region beyond Chinquapin, in Duplin County. By 1922, utilizing running rights over the Atlantic & Carolina Railroad, two other Roper lines operated in Duplin County. One originated immediately west of Kenansville. The other connected to the Atlantic & Carolina Railroad at Warsaw, crossed the Atlantic Coast Line Railroad at Bowdens, and travelled northwest into Sampson County to a terminal at Boyette. Both of these Roper lines are designated as “R. L. CO.” in Figure 14, which comes from the 1922 *Railroad Map of North Carolina*.

Another short Roper logging railroad is identified by a 1909 document recorded on page 193 of Craven County Deed Book 177. Therein, John H. Whitford granted a 30-foot-wide right-of-way, in what now is in Jones County, to the Roper Lumber Company for a period of one year. That right-of-way had been constructed and used previously by Isaac Barrus. Its northern terminus was at a log dump on the Trent River. That grade was described as crossing the Island Creek Plantation. Its southern terminus, at that time, was on “the New Bern and Pollocksville Road” (assumed to be modern-day County Road 1004-Island Creek Road).

Two rights-of-way were operated along the Atlantic & North Carolina Railroad south of New Bern. The more northerly one was constructed circa 1914. It can be seen in Figure 15, which is part of the 1949 USGS map of the Havelock Quadrangle.

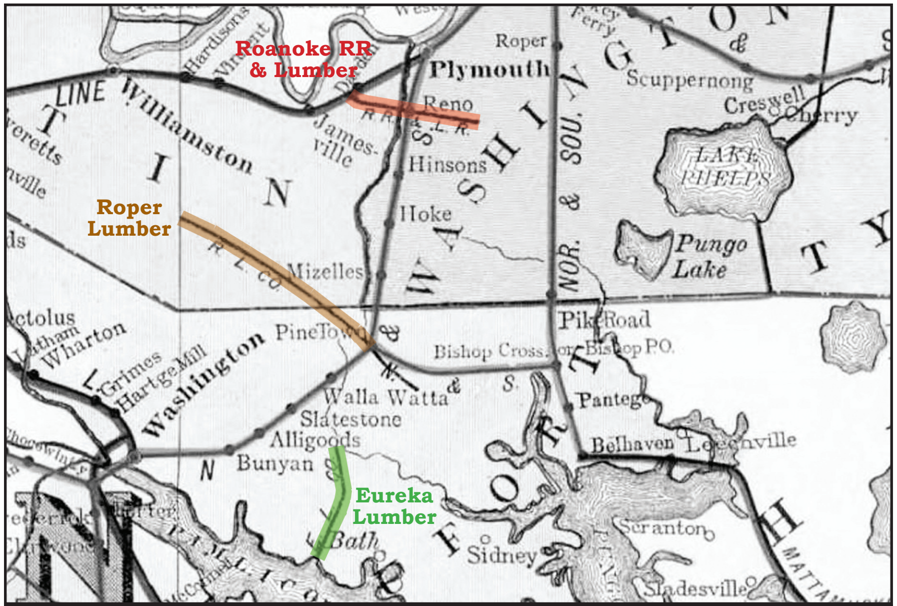


15-1949 Roper Tram Grade in Havelock Quadrangle

In 1917 Valuation Maps produced for the Interstate Commerce Commission, Sheet 10 of North Carolina Valuation Section 13 includes a reference to another Roper Lumber Company operation. It was in Onslow County, approximately 1.6-miles south of Dixon. Apparently, no logging railroad was associated with the lumber company's presence there.

Another grade operated by the Roper Lumber Company, abbreviated as "R. L. CO." is visualized on the 1909 edition of *Railroad Map of North Carolina*. It connected with the Norfolk Southern Railroad (former Washington & Plymouth Railroad) at Pinetown, in Beaufort County. See Figure 16. That right-of-way was no longer present when the 1917 edition of that map was published.

In 1906, the company paid John A. and Samuel W. Wilkinson $15,000 for the timber on 500 acres west of Bishops Cross. That property was situated both north and south of the soon to be built Pinetown Cutoff of the Norfolk & Southern Railway. Northwest of Bishops Cross, Railroad Bed Road probably lies on the right-of-way of a spur line used to harvest that timber. When the Roper Lumber Company finished harvesting the timber it desired, the property was sold to Isiah and Mary Bishop. In 1910, the Bishops sold it to the North Carolina Timber Corporation (whose president was George W. Roper). In 1913, the same parcel was sold, yet again, to the Interstate Cooperage Company, which probably reused the old Roper right-of -way to access the sort of timber required for fabrication of barrels.

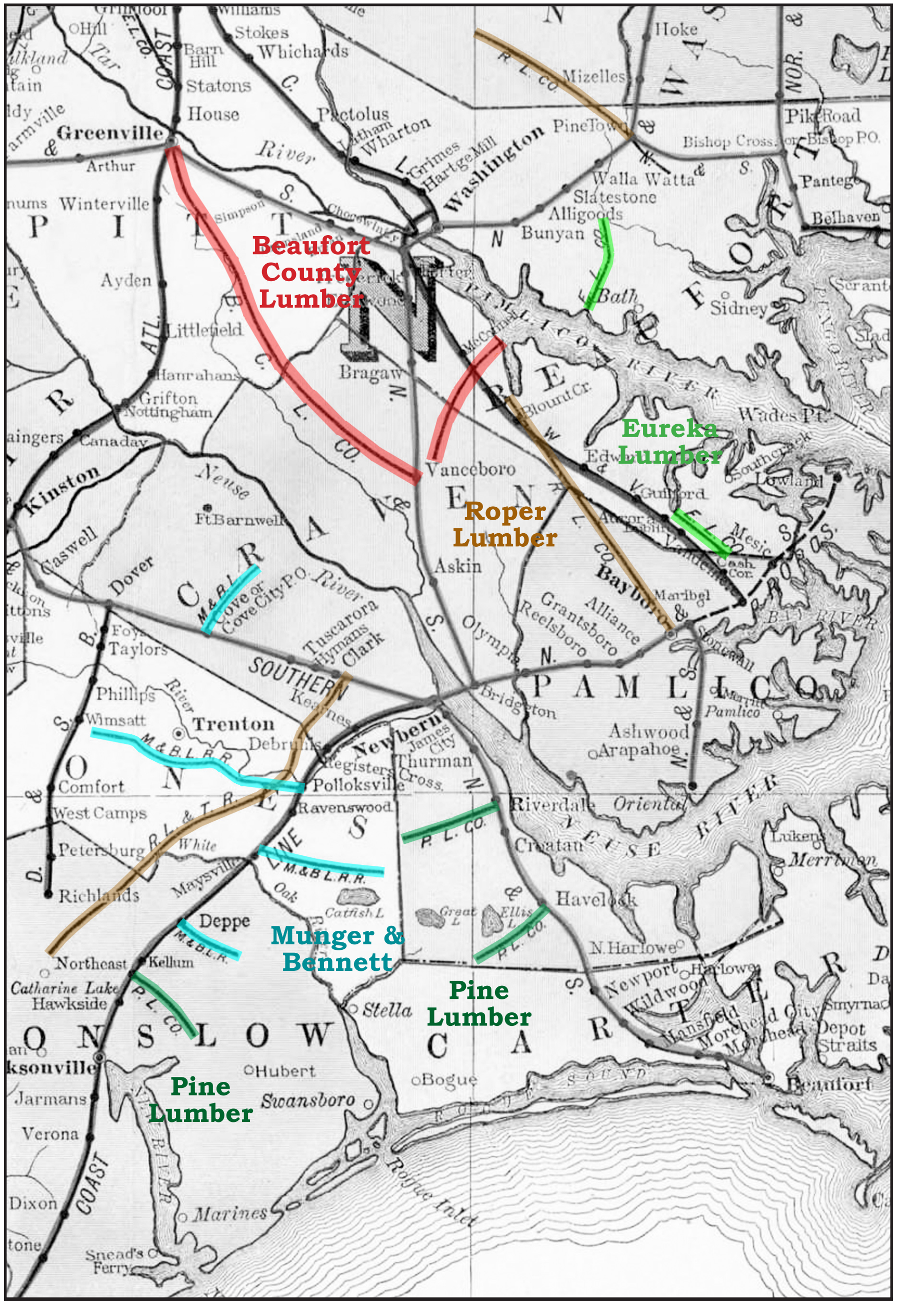

Roanoke RR & Lumber
Roper Lumber
Eureka Lumber
Plymouth
Roper
Reno
Williamston
Jamesville
Hinsons
Hoke
Mizelles
R. L. CO.
PineTown
Bishop Cross
Pike Road
Bishop P.O.
Scuppernong
Creswell
Cherry
LAKE PHELPS
Pungo Lake
Walla Watta
Slatestone
Alligoods
Bunyan
Washington
Wharton
Grimes
Hartge Mill
Pantego
Belhaven
Leechville
Bath
Sidney
Scranton
Sladesville
NOR. & SOU.

16-1909 Roper Right-of-Way at Pinetown, Beaufort Co.

The John L. Roper Lumber Company constructed at least two other logging grades in Beaufort County. Rights-of-way and timber associated with the first were purchased in 1897. Much of the timber harvested via that track was located northwest of Rover. Two bounds which help locate the property where this line existed were Shepherds Run Canal (on the south) and Gum Run Canal. Where this track terminated, to the east of this tract, could not be determined by means of 1938 aerial photographs (Beaufort County Deed Book 95, page 537).

A second Beaufort County logging grade was secured on the east side of Blounts Creek in 1903. There, a right-of-way deed was granted by William B. Gerrard, who resided on Mauls Point Road. Garrard also permitted use of a wharf on Blounts Creek for five years. Modern-day Gerrard Lane is likely built over that old grade (Beaufort County Deed Book 119, page 546).

In both the 1909 and 1917 versions of *Railroad Map of North Carolina*, a grade travelled northwest from the Bayboro area into Beaufort County. It is best seen in Figure 17, where it is labelled "R. L. CO." It joined the


Beaufort County Lumber
Roper Lumber
Eureka Lumber
Munger & Bennett
Pine Lumber
Pine Lumber
Greenville
Kinston
Vanceboro
Bayboro
Newbern
Oriental
Pollocksville
Beaufort
P A M L I C O
O N S L O W
SOUTHERN

17-1909 *Railroad Map of North Carolina*

Norfolk & Southern Railroad (formerly the Pamlico, Oriental & Western Railroad) about 0.4 miles east of the intersection of Highways 306 and 55. The Roper company may have used this grade to harvest timber from some of the land formerly controlled by the Banner Lumber Company.

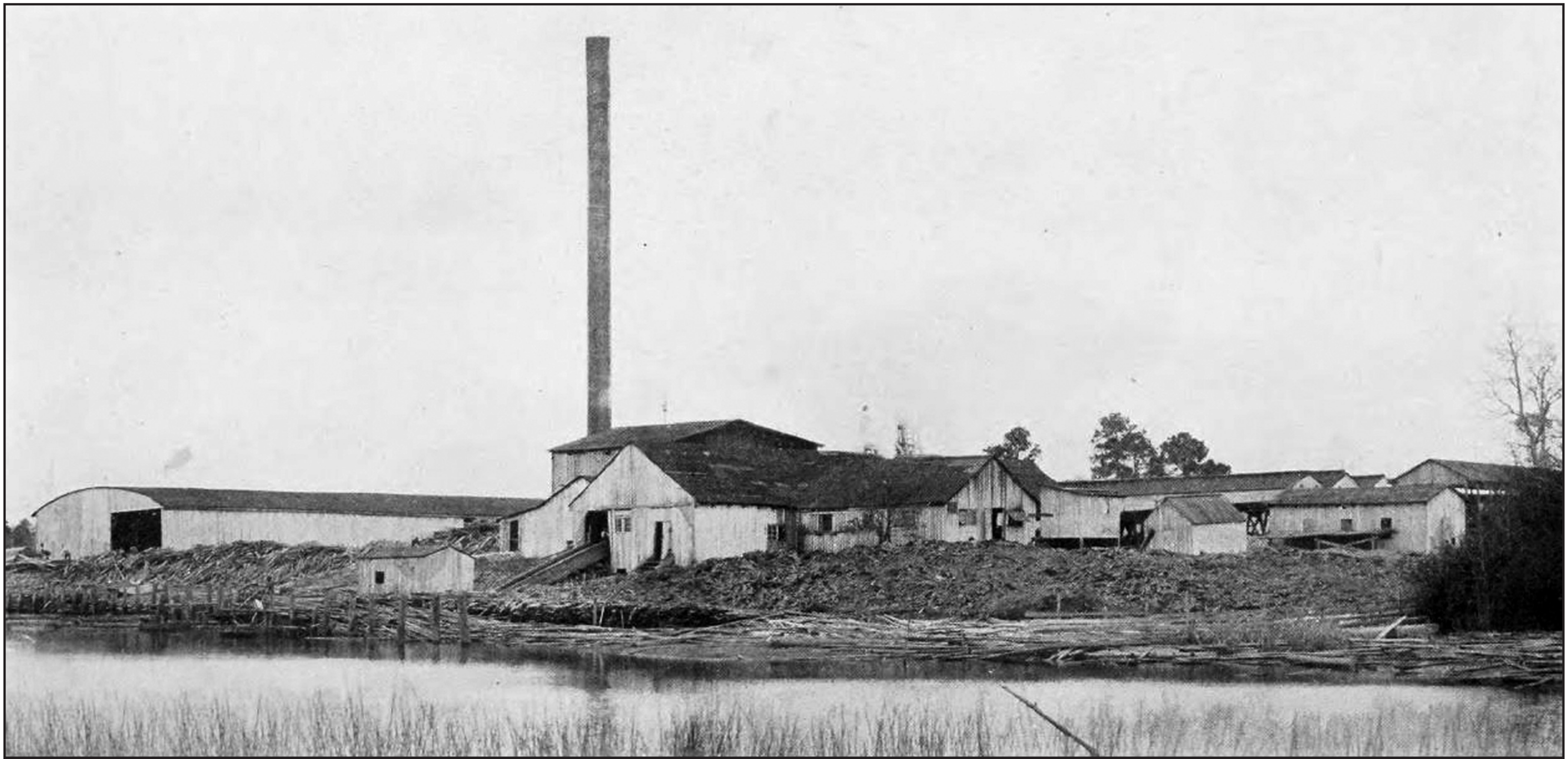
The two maps mentioned above suggest that this Roper grade terminated, in the north, on Blounts Creek in Beaufort County. However, after reviewing 1938 aerial photographs of that county, the author could not trace that right-of-way farther north than the extreme southern tip of Beaufort County. Nonetheless, another 1905 deed for property in Richland Township of Beaufort County mentioned “the Beaufort & Pamlico ‘R. R.’ Rail Road” (Beaufort Count Deed Book 150, page 446). As a result, such a Roper grade terminating as far north as Blounts Creek, cannot be ruled out.

In 1904, the Roper Lumber Company bought at least two rights-of-way in Township 3 of Pamlico County (Pamlico County Deed Book 62, pages 89 and 91). The author could not determine where, in that township, they were located.

The April 27, 1907 issue of *American Lumberman* reports that the John L. Roper Lumber Company was operating sawmills at Gilmerton (Norfolk, VA), Roper (Washington County, NC), Alligator (Tyrell County, NC), Belhaven (Beaufort County, NC), Scranton (Hyde County, NC), New Bern (Craven County, NC), Oriental (Pamlico County, NC), Winthrop Mills (on Adams Creek in Craven County, NC), Pollocksville (Jones County, NC), Jacksonville (Onslow County, NC), and Clubfoot Creek (Craven County, NC). The Clubfoot Creek Mill is seen in Figure 18 which comes from the April 27, 1907 *American Lumberman.*

An article in the April 27, 1907 issue of *American Lumberman* provides a thumbnail history of the John L. Roper Lumber Company. It includes numerous photographs, some of which will be presented here. Shaded areas in Figure 19 display the timberland controlled by the Roper Lumber Company in the region in and around Craven County. The company had two sawmills in New Bern. Formerly, Mill #1 was owned by the Congdon Lumber Company. It was located along the Neuse River, on the northwest side of Queen Street. It is displayed in Figure 20. Note the logs which arrived there by water. Mill #2 was a planing mill. Its site was on the east side of North Craven Street, north of Avenue B.

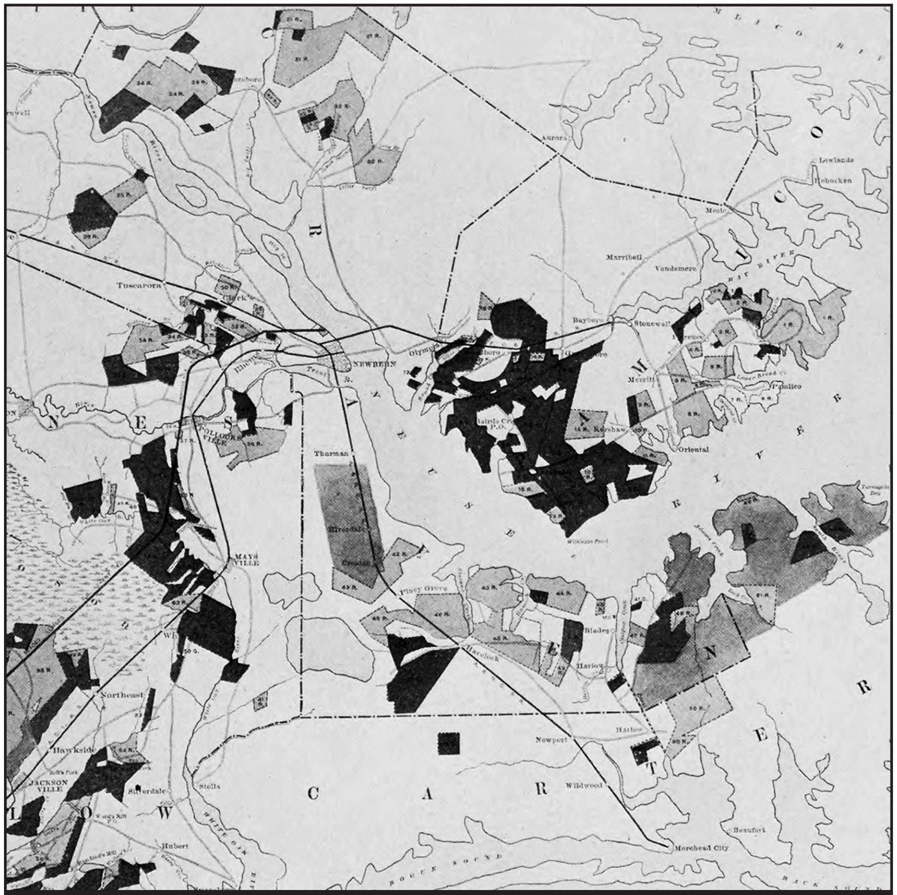
Figure 21 captured a Roper log train stopped on the New Bern side of the Neuse River railroad bridge. That structure linked Bridgeton with New Bern. Figure 22 is a photograph of *Carolina*, a Roper Lumber Company logging locomotive. Figure 23 shows the Roper Lumber Company sawmill near Pollocksville in 1907.



18-1907 The John L. Roper Lumber Company’s Clubfoot Creek Mill in Craven County

In Pamlico County, at Oriental, the Roper Lumber Company acquired the former Oriental Lumber Company sawmill from the Blades Lumber Company. However, that mill was immediately replaced by a new one, which can be seen in Figure 24. The new Oriental mill can also be seen in Figure 25, which is part of a 1909 map prepared for the Army Corps of Engineers.

Figure 26 is part of the northern portion of the 1914 USGS map of Belhaven Quadrangle. Two Washington County Roper grades are seen originating from the Norfolk Southern Railroad. The most northern one originated at a place called Maple Siding. The other Roper grade exited the Norfolk Southern Railroad about 0.4-mile north of the Beaufort-Washington County line. It is included in the part of the Norfolk Southern Railroad Valuation map of Valuation Section 5, Sheet 43, presented in Figure 27.

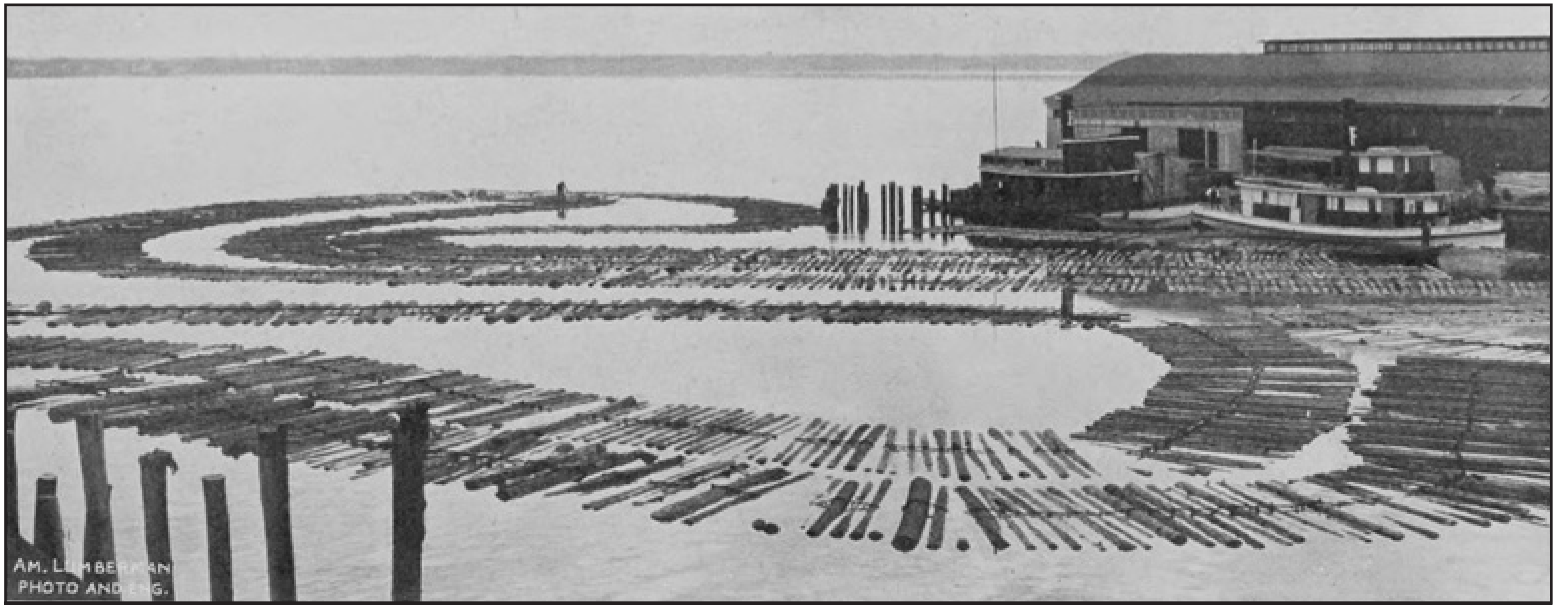


19-1907 Roper Lumber Company Timberland

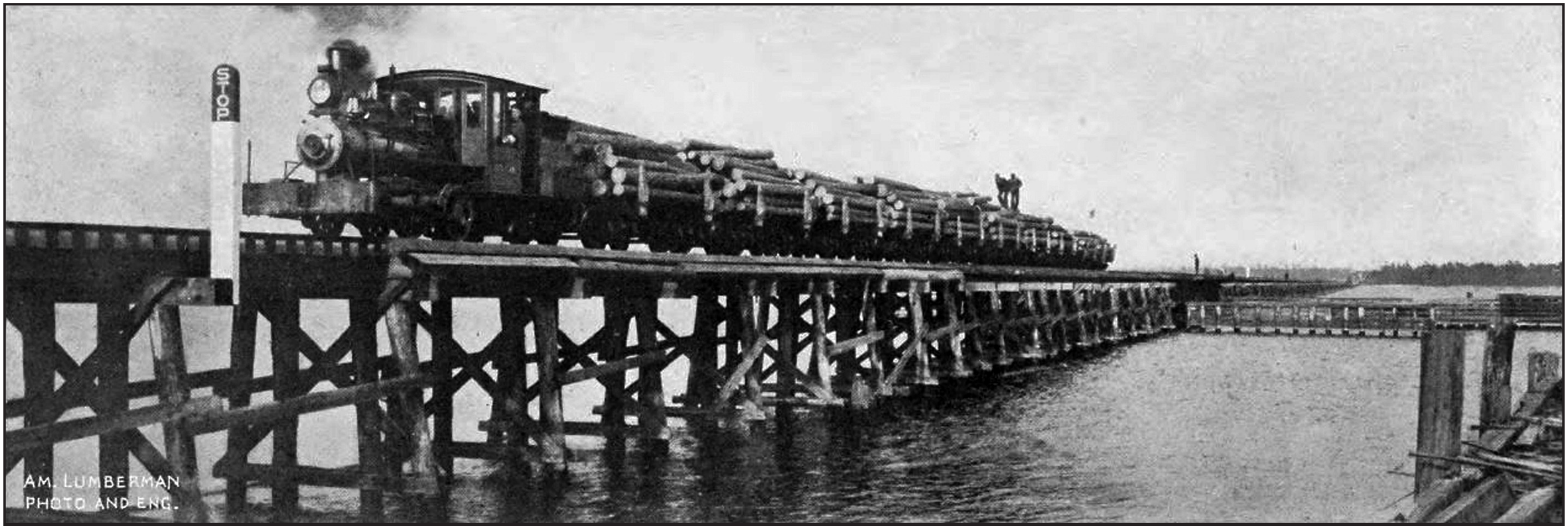
The 1907 edition of American Lumberman's *Register of Sawmill Equipment* included the John L. Roper Lumber Company operation at Belhaven. Listed were ten miles of standard-gauge railroad, two locomotives, 24 cars, and three loaders. Perhaps this list included the grades described in the preceding paragraph. In the 1912 edition of the same publication, no railroad was mentioned in association with the Roper operation at Belhaven. However, the 1915 edition reported a fourteen-mile standard-gauge railroad and two miles of narrow-gauge track.

The 1907 *Register of Sawmill Equipment* lists the John L. Roper Lumber Company at Jacksonville, in Onslow County. A standard-gauge logging railroad is described. It was associated with ten miles of track built with 25-pound rails, one locomotive, and sixteen cars. The year before, the Roper company had purchased the Blades Lumber Company's surveyed right-of-way in Onslow County. The map presented in Figure 4 includes the community of Jacksonville. The only logging railroad near Jacksonville was the Roper line, and it was located well to the north of that community. That line was labelled "Proposed Extension Blades Lumber Co. R. R." However, after that line was constructed, it was used to carry logs to New Bern via Clarks, in Craven County.

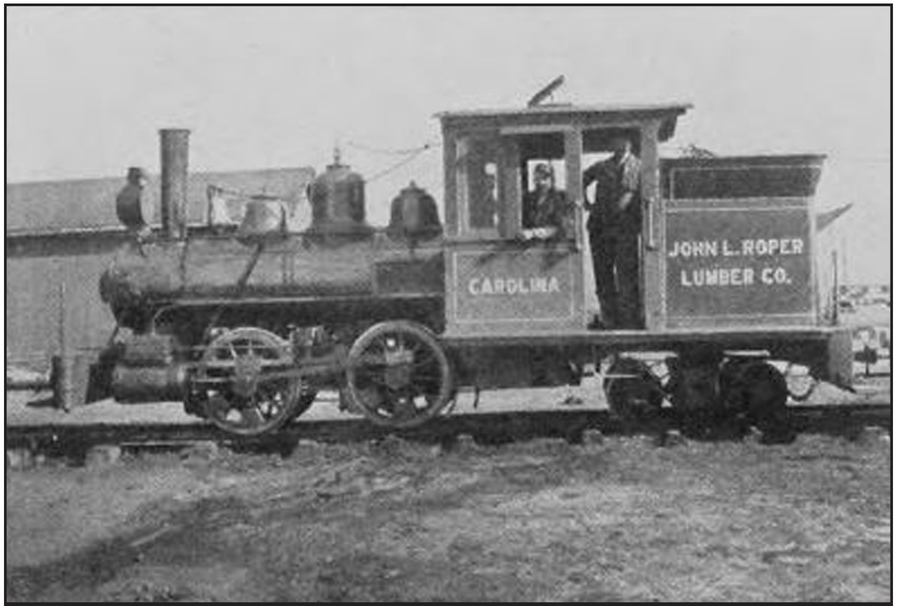
In Bertie County, the John L. Roper Lumber Company purchased timber rights on a 600-acre tract in 1890, including the privilege of erecting tram roads (Bertie


AM. LUMBERMAN
PHOTO AND ENG.

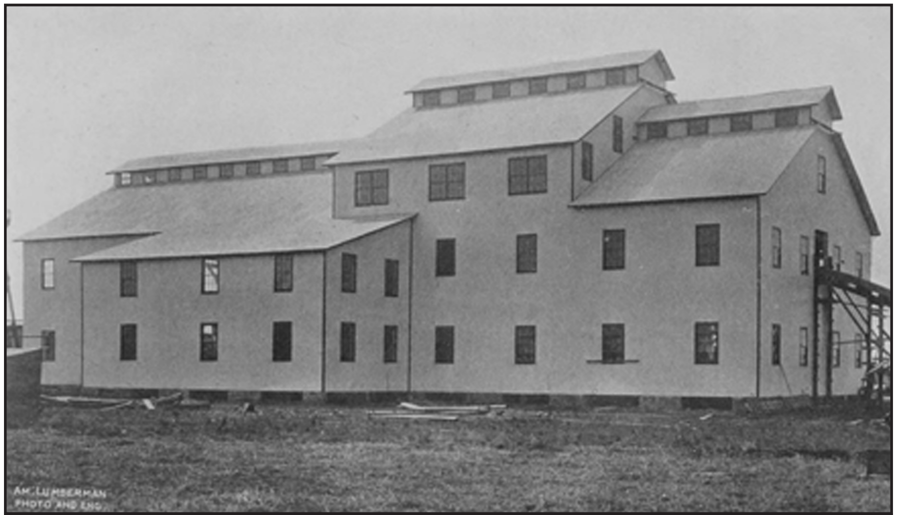
20-1907 Roper Lumber Company New Bern Mill #1 (Former Congdon Mill) on Neuse River


STOP
AM. LUMBERMAN
PHOTO AND ENG.

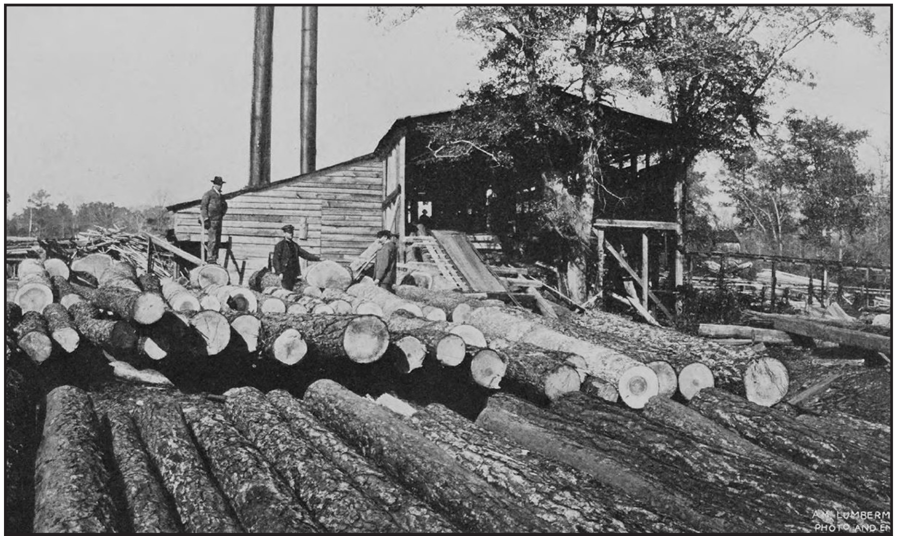
21-1907 Roper Lumber Company Train on Norfolk Southern Railroad's Neuse River Bridge at New Bern


CAROLINA
JOHN L. ROPER LUMBER CO.

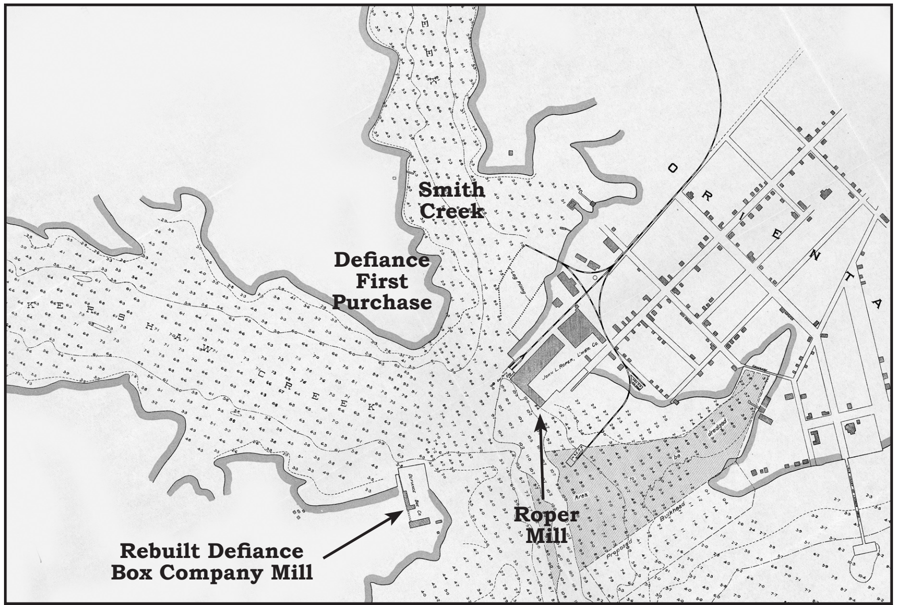
22-1907 Roper Logging Locomotive *Carolina*


AM. LUMBERMAN PHOTO AND ENG.

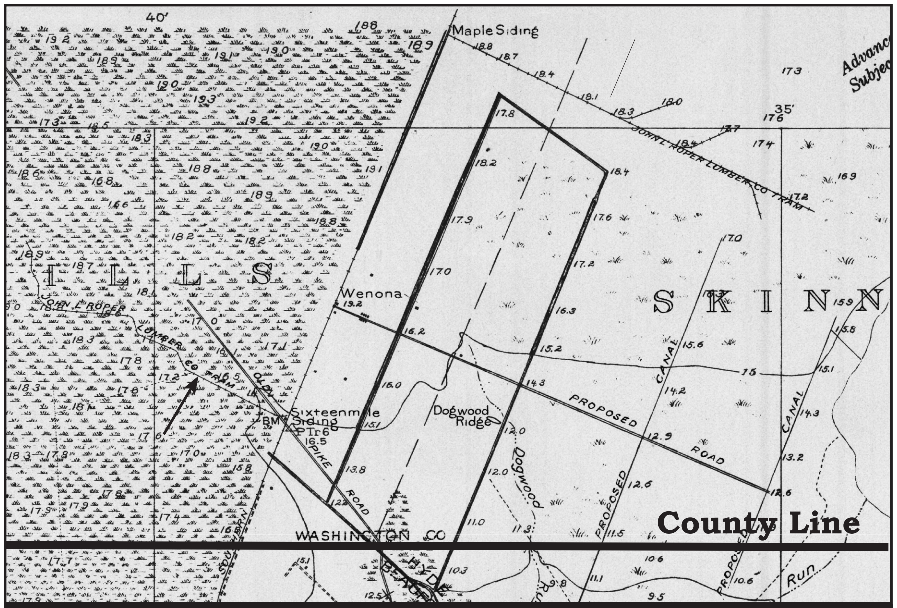
24-1907 Roper Lumber Company-New Oriental Mill


AM. LUMBERM PHOTO AND EN

23-1907 Roper Lumber Co. Sawmill SE of Pollocksville


Smith Creek
Defiance First Purchase
ORIENTAL
Rebuilt Defiance Box Company Mill
Roper Mill

25-1909 Corps of Engineers Map at Oriental


Maple Siding
John L. Roper Lumber Co. Tram
Wenona
Sixteenmile Siding
Dogwood Ridge
Proposed Road
Canal
Washington Co.
Hyde
Run

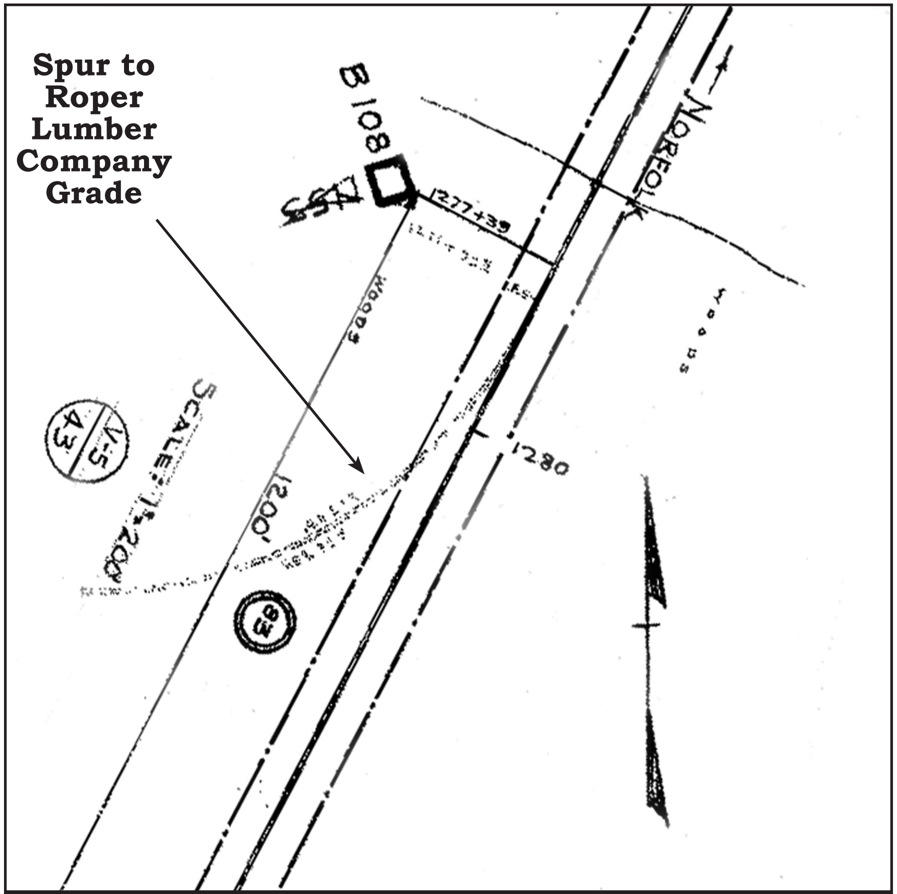
County Line

26-1914 Two Roper Grades on Belhaven Quadrangle

County Deed Book 68, page 412). That property was in the southeast part of the county. Cedar Landing and Cashie Neck Road were mentioned as bounds. Cashie Neck Road is now named Woodard Road. Cedar Landing Road travels southwest from Woodard Road toward the Roanoke River. This Roper tram road probably was located in the general area of the current Cedar Landing Road.

Lewiston was the headquarters for another John L. Roper logging railroad. It was operated as a joint venture with the Chowan & Aulander Railroad. A series of timber deeds recorded between 1899 and 1902 disclose the location of timber harvested by the company. One, from 1899, was for 865 acres located "in the fork of Cashie and Connaritsa Swamp & on both sides of the road leading from Lumber Bridge to Ebenezer Church . . ." (Bertie County Deed Book 99, page 164). Lumber Bridge was a structure located at the place where modern-day Republican Road crosses the Cashie River. The community known as Snake Bite was situated immediately north of Lumber Bridge, at the approximate intersection of Republican and Charles Taylor Roads.

Spur to Roper Lumber Company Grade


B108
Norfolk
1277+39
Woods
Scale: 1"=200'
1200
1280
V-5
43
83

27-1914 Norfolk Southern Valuation Map

Another 1899 deed mentions "Situated in Snake Bite Township & on both sides of the road leading from Lumber Bridge to the Burden place & forming the boundary on the east plus adjoins the lands of J. A. Pritchard, B. M.

Bridges & others & the road to the Burden Mill forming the boundary on the east & containing 126 aces, more or less, . . .” (Bertie County Deed Book 99, page 172). Branches of the Chowan & Aulander Railroad, used to log Roper timber, are visible on page 203.

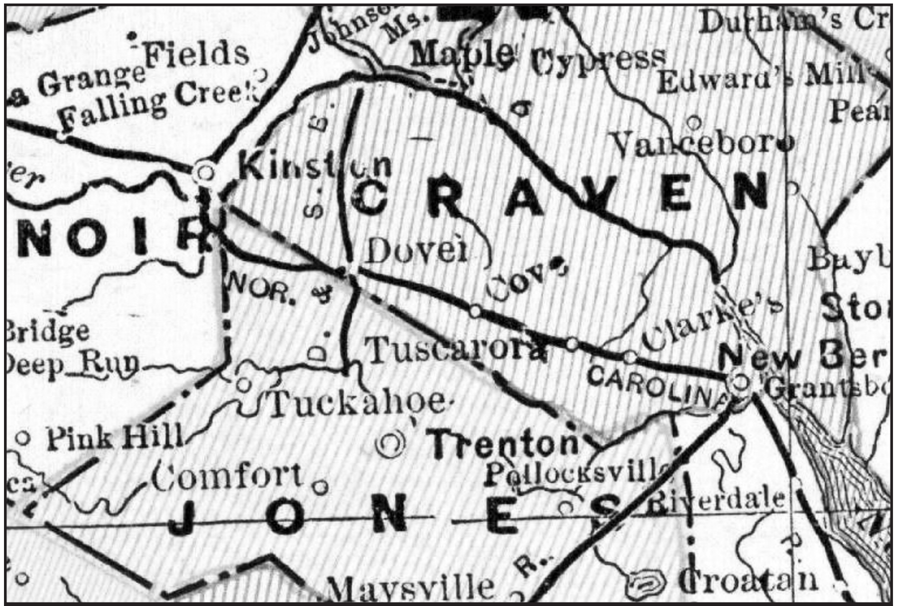
Near Lewiston, this line reused some of the right-of-way of the Cashie and Roanoke Railroad and Lumber Company, which had been abandoned in 1894 (Bertie County Deed Book 99, pages 198 and 497). It was probably still in use in 1907, when American Lumberman’s *Register of Sawmill Equipment* noted that D. W. Roper & Co. operated a railroad at Lewison. The significance of the name “D. W. Roper” is uncertain.

In November 1906, the Roper Lumber Company bought the Belhaven Lumber Company and all of its assets. That company’s logging railroad in Hyde County was included in the sale. See the Beaufort County chapter for a description of the Belhaven Lumber Company operation.

The **Dover & Southbound Railroad** began as a subsidiary of the Goldsboro Lumber Company. The lumber company was incorporated on March 11, 1889 by an act of the General Assembly of North Carolina (see *Laws and Resolutions of the State of North Carolina, Passed by the General Assembly at its Session of 1889*, page 804). Its Associators were J. J. Street, T. B. Hyman, and Z. T. Brown. All were residents of Goldsboro. Part of Cram’s 1892 map *North and South Carolina* appears in Figure 28. At that time, the lumber company operated logging grades both north and south of Dover. That fact that one line reached as far north as the Neuse River is confirmed by an 1891 deed recorded on pages 281 through 283 of Craven County Deed Book 105. Therein, the Goldsboro Lumber Company acquired a series of properties stretching from Dover Station, on the Atlantic & North Carolina Railroad in the south, to the Neuse River in the north.

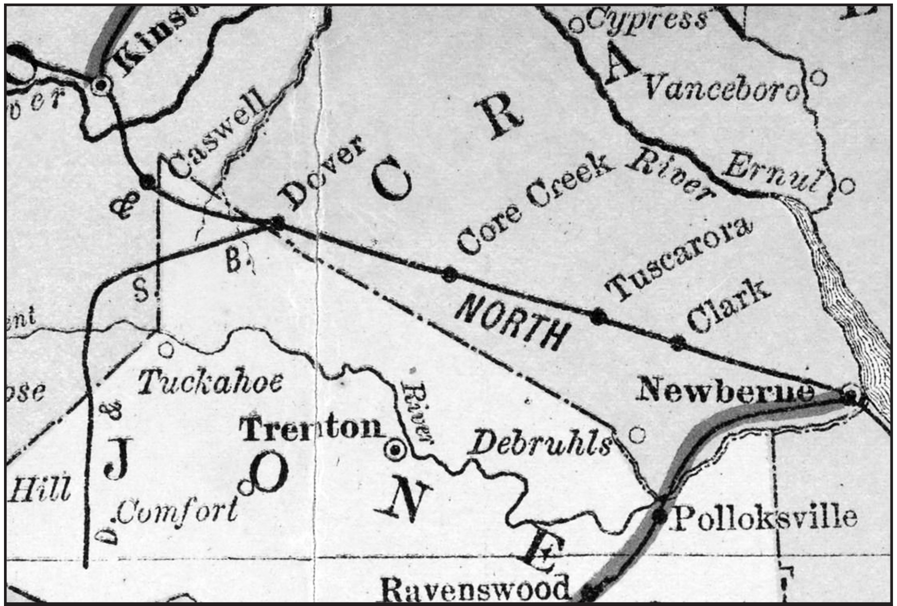
The contemporaneous Dover & Southbound Railroad was described in the September 29, 1892 issue of the Goldsboro *Weekly Argus*: “While attending the stockholder’s meeting of the A. & C. R. R. at Morehead City last Thursday we had occasion, *en route*, to make a thorough inspection of the mammoth branch mills at Dover of the Goldsboro Lumber Company of this city, and the high grade railroad known as the “Dover & Southbound” which that company is building through their extensive timber reservations southward.

“This road is already five miles in length, and has a locomotive and rolling stock of its own for logging purposes. It is of standard gauge and equipped with

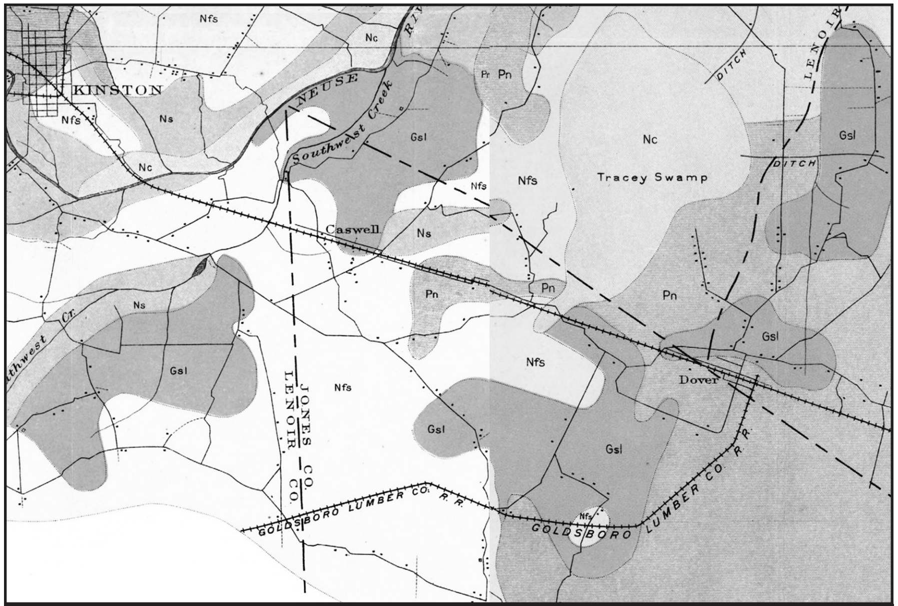

Fields
Grange
Falling Creek
Johnson's Ms.
Maple Cypress
Durham's Cr
Edward's Mill
Pear
Vanceboro
Kinston
CRAVEN
NOIR
Dover
Cove
NOR.
Bridge
Deep Run
Tuscarora
Clarke's
CAROLINA
New Ber
Grantsbo
Tuckahoe
Pink Hill
Trenton
Comfort
Pollocksville
JONES
Riverdale
Maysville
Croatan

28-1892 Cram’s *North and South Carolina* substantial crossties and new steel rails throughout. The first three miles of the road lead through the dense marsh to the south of Dover, but the roadbed is so well drained and graded that it reflects great credit upon the unswerving purpose and indomitable energy of the Goldsboro Lumber Company, for it evidently required much labor, great expense and skilled engineering to construct such a road throughout such a low stretch of country. But the last two miles of the road and thence on along its prospective route penetrates a country rich in fine timber, beautiful in crop products and inviting to the fret of progress and the efforts of enterprise."

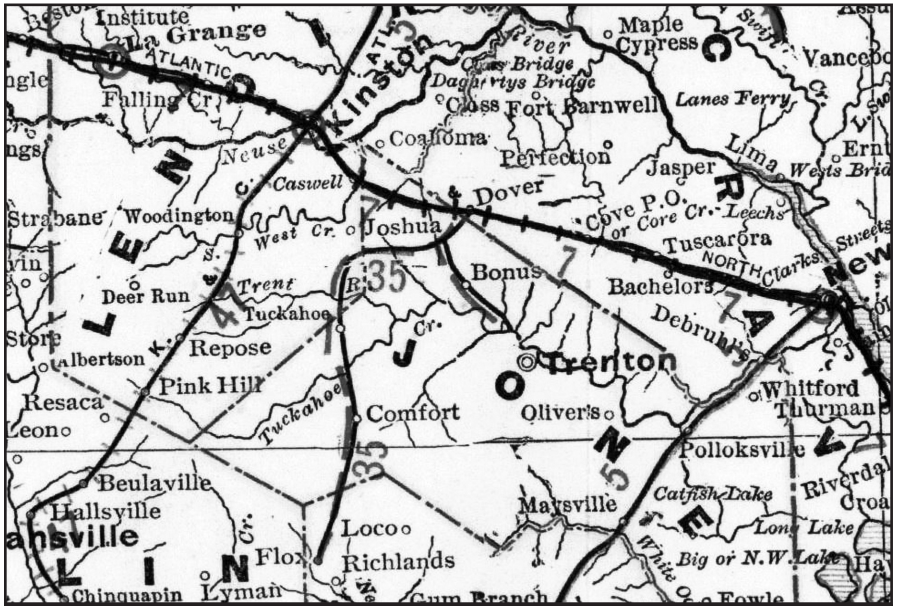
Figure 29 displays part of the 1897 North Carolina Railroad Commission map showing the Dover & Southbound Railroad. It extended south and west from Dover, through the northwest corner of Jones County, and entered Lenoir County. There, after turning south, it reentered Jones County. Figure 30 is the author's fused map of contiguous parts of the Kinston and New Bern sheets of the 1900 *Soil Map North Carolina*. "Goldsboro Lumber Co. R. R." is visible on the border between Jones and Lenoir Counties. Figure 31 is part of a 1901 Cram map of North Carolina. The number "35" represents the Dover & Southbound Railroad. At that time, a branch of the railroad headed southeast, from Dover, through a community called Bonus, and continued on toward Trenton. A representation of some of these rights-of-way is visible in Figure 32, which comes from the 1953 USGS map of the Rocky Mount Quadrangle. Green arrows indicate mainline grades; the blue arrows represent part of the "independent line" mentioned earlier in the description of the Blades Lumber Company. Dover & Southbound Railroad grades in Lenoir County are displayed in Figure 33. Figure 34 shows those grades


Kinston
Cypress
A
Vanceboro
R
Caswell
Dover
C
Core Creek River
Ernul
B
S
Tuscarora
NORTH
Clark
Tuckahoe
Newberne
Trenton
D & S
River
Debruhls
J
O
N
E
Hill
Comfort
Pollocksville
Ravenswood

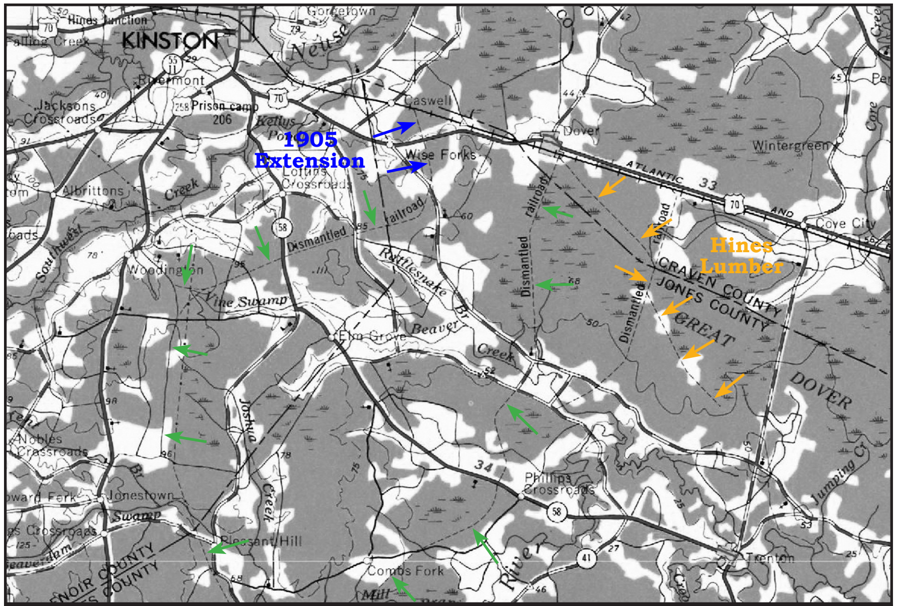
29-1897 *RR Commissioners' Map of North Carolina*


KINSTON
NEUSE
Southwest Creek
Nfs
Nc
Ns
Gsl
Pn
Caswell
Tracey Swamp
DITCH
LENOIR
Dover
JONES CO.
LENOIR CO.
GOLDSBORO LUMBER CO. R. R.

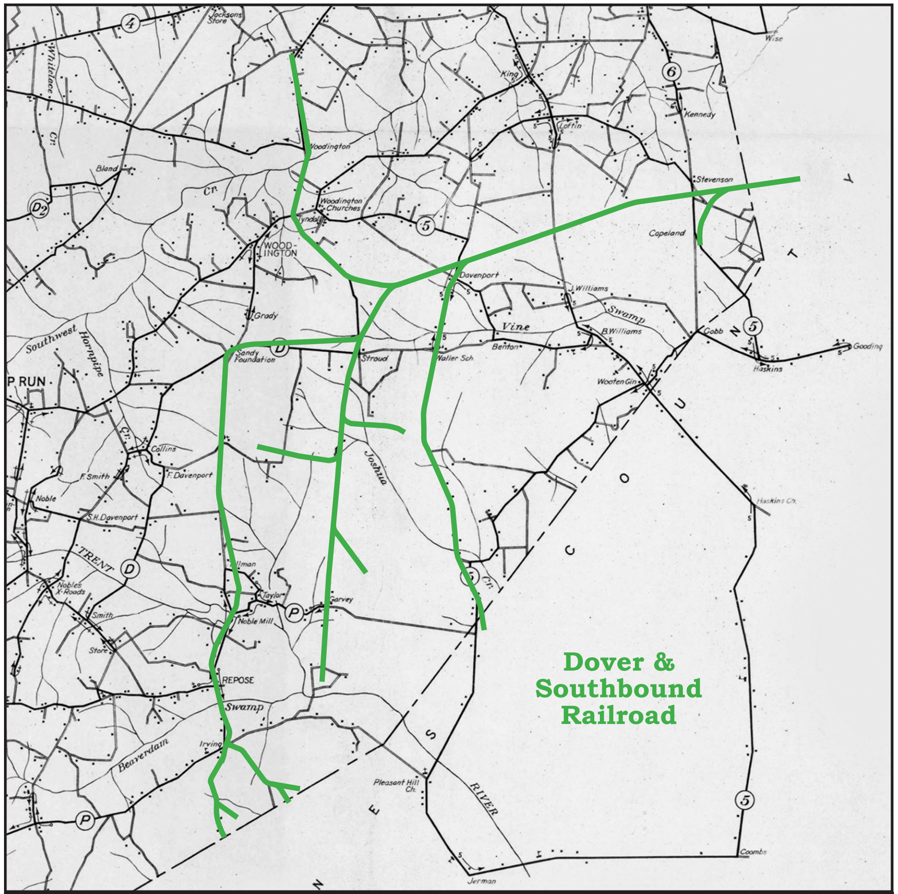
30-1900 *Soil Map of North Carolina*


Institute
La Grange
Falling Cr.
Neuse
Caswell
Kinston
Coahoma
Perfection
Jasper
Dover
Woodington
Joshua
Strabane
Deer Run
Trent
Tuckahoe
Bonus
Bachelors
Tuscarora
Cove P.O. or Core Cr.
Trenton
Debruhls
Repose
Pink Hill
Albertson
Resaca
Leono
Comfort
Olivers
Whitford
Thurman
Pollocksville
Beulaville
Hallsville
Maysville
Catfish Lake
Long Lake
Locoo
Richlands
Flox
Lyman
Chinquapin
Big or N.W. Lake
Maple Cypress
Cross Roads
Fort Barnwell
Lanes Ferry
Vanceboro
Lima
Wests Bridge
Streets
Clarks
Leechs
JONES
LENOIR
CRAVEN
ONSLOW

31-1901 Cram's *Map of North Carolina*


KINSTON
Hines Junction
Prison camp
Jacksons Crossroads
Caswell
1905 Extension
Wise Forks
Dover
Wintergreen
Albrittons
Woodington
Vine Swamp
Dismantled
railroad
Rattlesnake Br.
Hines Lumber
CRAVEN COUNTY
JONES COUNTY
GREAT
DOVER
Cove City
Elm Grove
Beaver Creek
Joshua Creek
Nobles Crossroads
Jonestown
Pleasant Hill
Phillips Crossroads
Combs Fork
Trenton
LENOIR COUNTY
JONES COUNTY

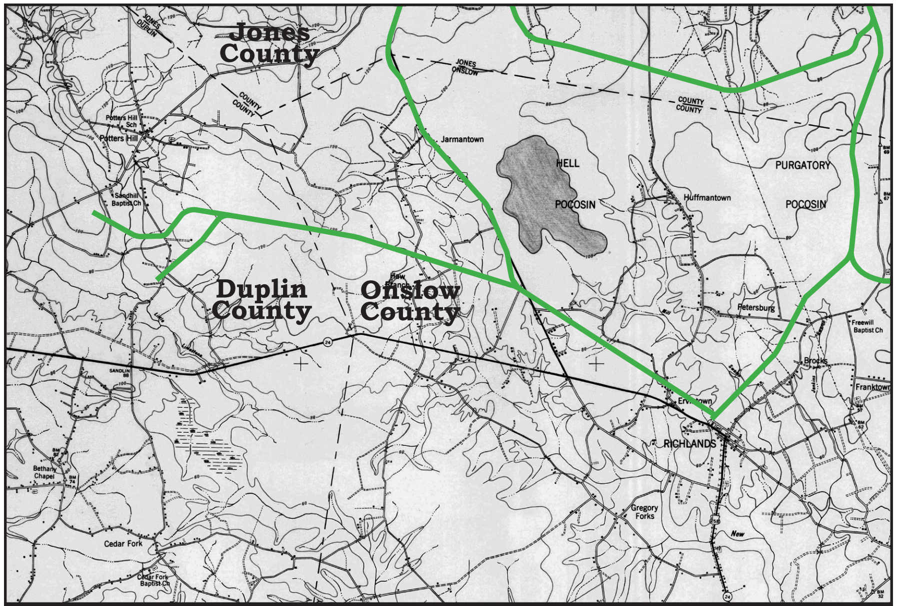
32-1953 USGS Map of Rocky Mount Quadrangle


Dover & Southbound Railroad
Woodington
Woodington Churches
WOODINGTON
Davenport
Vine
Swamp
Grady
Sandy Foundation
Stroud
Collins
Noble
TRENT
Nobles X-Roads
Noble Mill
REPOSE
Swamp
Beaverdam
Irving
Joshua
Southwest
Pleasant Hill Ch.
Jerman
Coombs
RIVER
Kennedy
Stevenson
Copeland
Cobb
Haskins
Gooding
Wooten Gin
P RUN

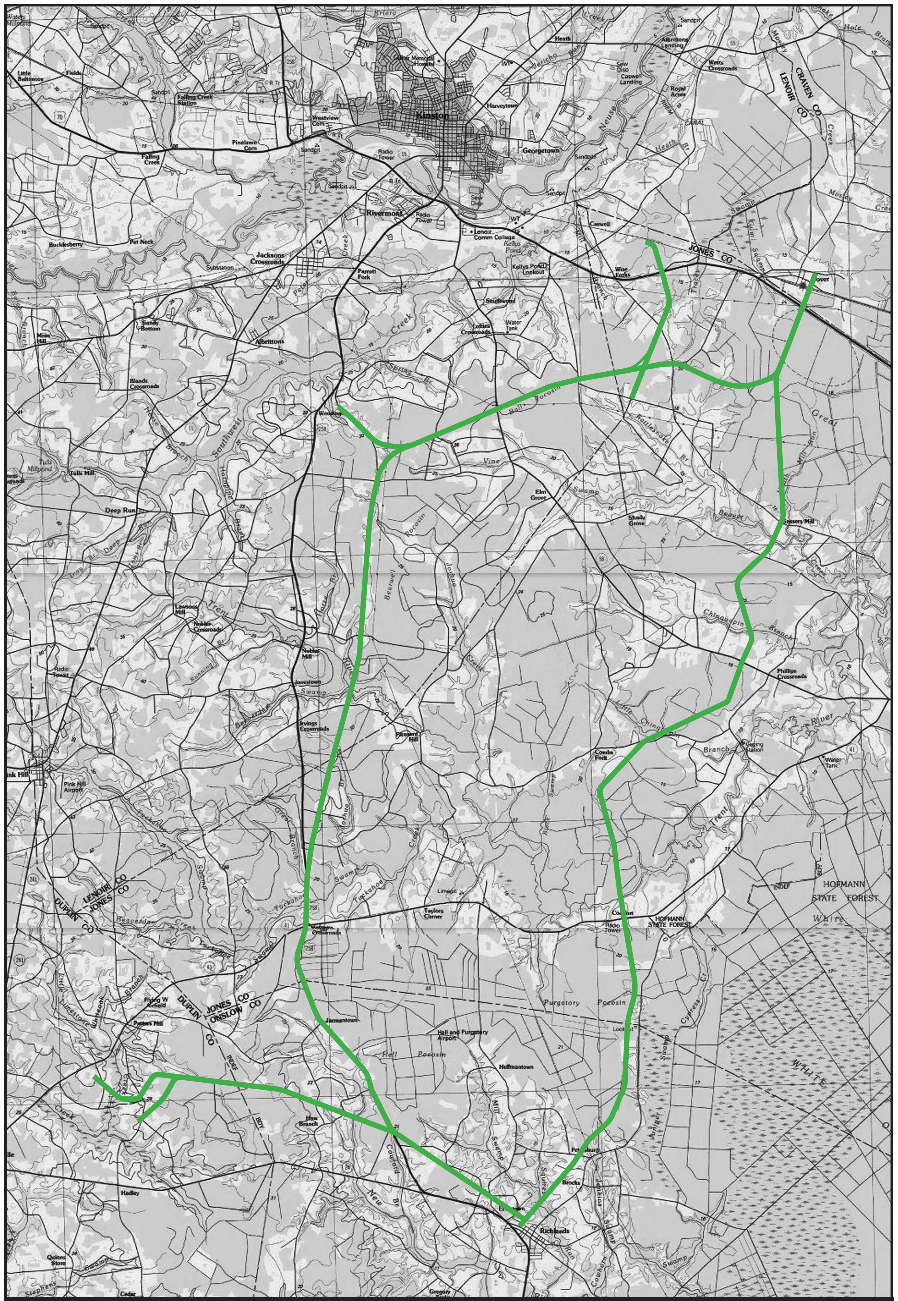
33-1910 *Rural Delivery Routes Lenoir County, N. C.*

in Jones, Onslow, and Duplin Counties. The railroad's mainline track in Craven, Jones, Onslow, & Duplin Counties appears in Figure 35.

Page 348 of the February 19, 1898 *American Lumberman* reported "The Goldsboro Lumber Company of Goldsboro, N. C., will build a railroad from Kinston to Richlands, Onslow County, that state." On March 13, 1901, the


Jones County
Duplin County
Onslow County
JONES ONSLOW COUNTY
Potters Hill
Jarmantown
HELL POCOSIN
PURGATORY POCOSIN
Huffmantown
Petersburg
Freewill Baptist Ch
Brocks
Franktown
RICHLANDS
Gregory Forks
Bethany Chapel
Cedar Fork
Cedar Fork Baptist Ch

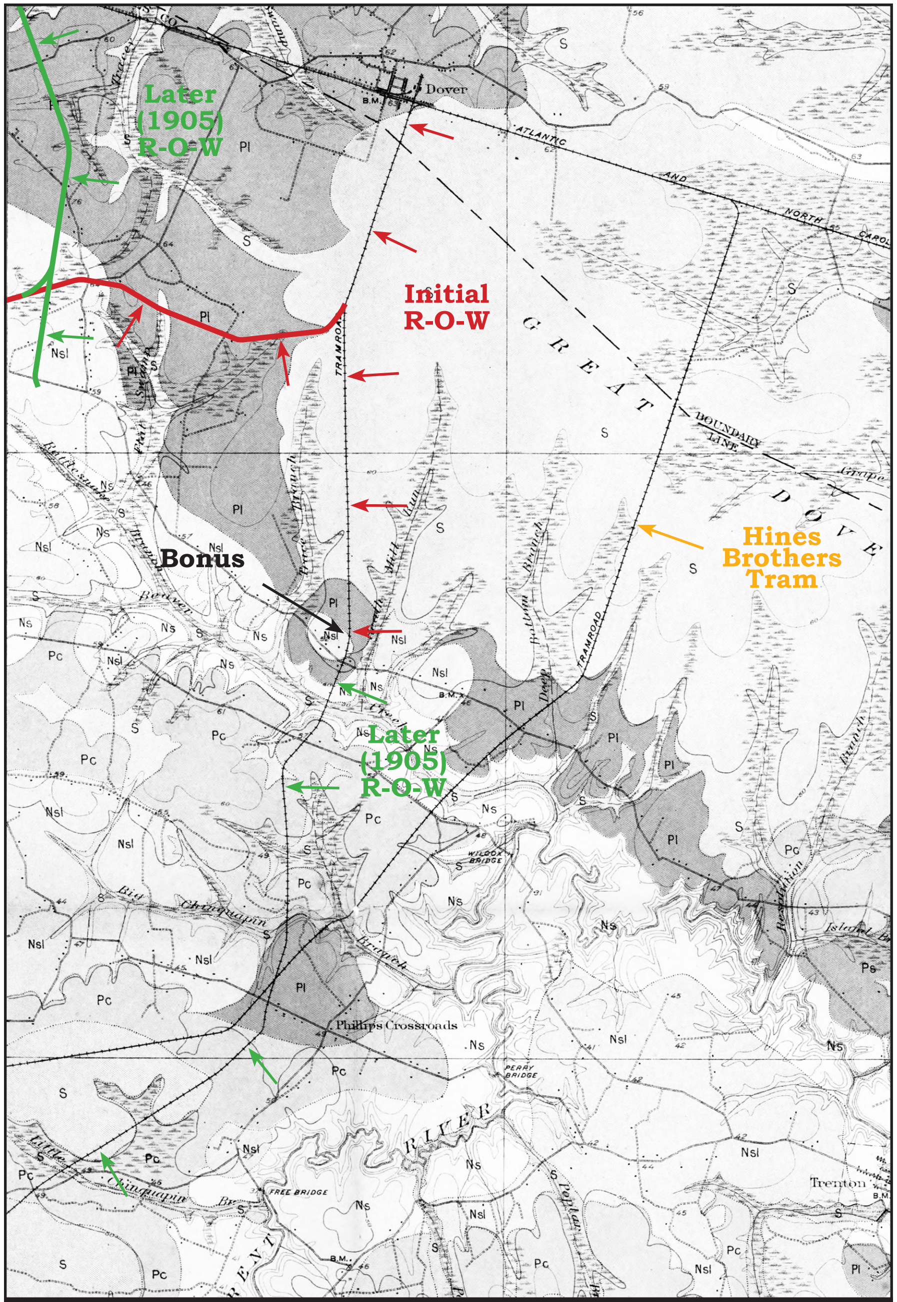
34-1948 Dover & Southbound RR in Richlands Quad.


Kinston
LENOIR CO
CRAVEN CO
JONES CO
LENOIR CO JONES CO
DUPLIN CO
JONES CO ONSLOW CO
Jarmantown
Purgatory Pocosin
Hell Pocosin
HOFMANN STATE FOREST
White Oak
Richlands

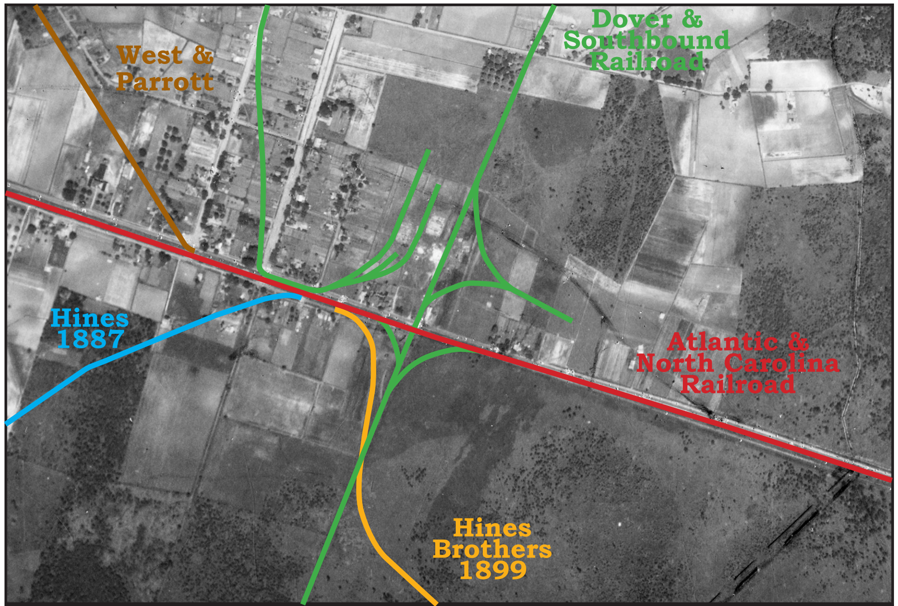
35-Dover & Southbound RR Main Lines

North Carolina General Assembly amended the charter of the Goldsboro Lumber Company. Previously, it had been operating a logging railroad in Craven, Jones, and Lenoir Counties. The amendment allowed the construction of additional lines in Onslow and Duplin Counties. Although the Dover & Southbound Railroad did complete this line to Richlands, the portion of this proposed line, between Kinston and a point on the east side of Caswell, was not built. Instead, the lumber company used the Atlantic & North Carolina Railroad's mainline between those points.

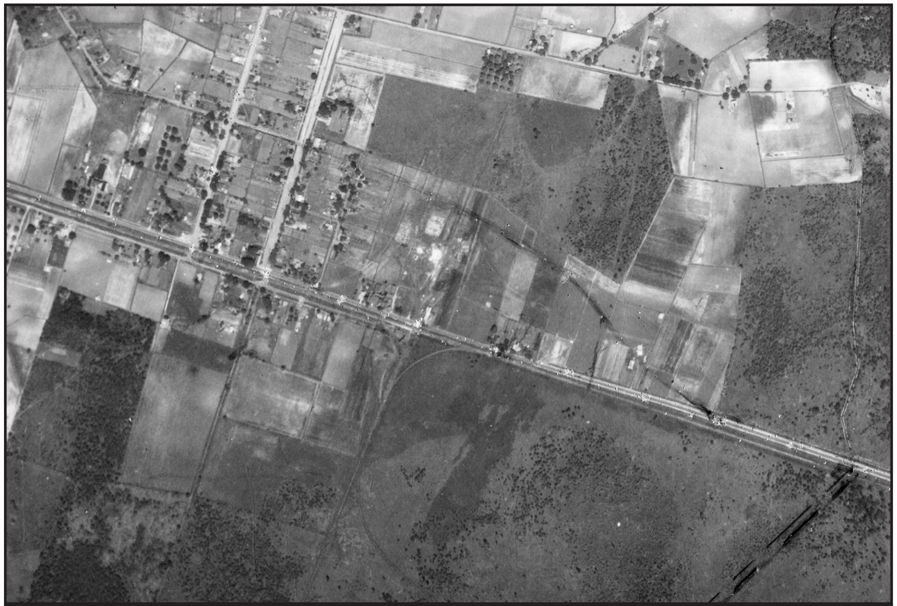
By 1903, new main line track had been added to the right-of-way directly south of Dover. It bypassed Lenoir County altogether, although it also eventually terminated at Richlands. The northern portion of it is visible in Figure 36, which is part of the 1903 *Soil Map North Carolina Craven Sheet.* In this figure, red arrows denote


Later
(1905)
R-O-W
Dover
Atlantic and North Carolina
Initial
R-O-W
Great Dover
Boundary Line
Tramroad
Hines
Brothers
Tram
Bonus
Later
(1905)
R-O-W
Phillips Crossroads
Wilcox Bridge
Perry Bridge
Free Bridge
River
Trenton

36-1903 *Soil Map of North Carolina, Craven Sheet*


West &
Parrott
Dover &
Southbound
Railroad
Hines
1887
Atlantic &
North Carolina
Railroad
Hines
Brothers
1899

37A-1938 Dover Aerial Photograph With Grades Added



37B-1938 Dover Aerial Photograph

~~Railroad was terminated on July 31, 1931.~~

the original Dover & Southbound Railroad grade, while green arrows show the right-of-way built after 1903. Figure 37A is a 1938 aerial photograph of Dover with various railroad grades superimposed. Figure 37B is the same photograph without grades added.

With an Act of the General Assembly of North Carolina, the Dover & Southbound Railroad was incorporated as a separate entity distinct from the Goldsboro Lumber Company on February 13, 1905. Thereby, permission was granted to build a railroad between Dover and Richlands, with extensions authorized between Dover and Kinston, and between Richlands and Swansboro.

Although a right-of-way from Richlands to Swansboro was never built, some of the extension from Dover to Kinston was actually constructed, as described earlier. It did not reach Kinston, terminating instead on the Atlantic & North Carolina Railroad in Jones County, immediately east of the community of Caswell. Remnants of that grade are visible on aerial photographs made in 1938.

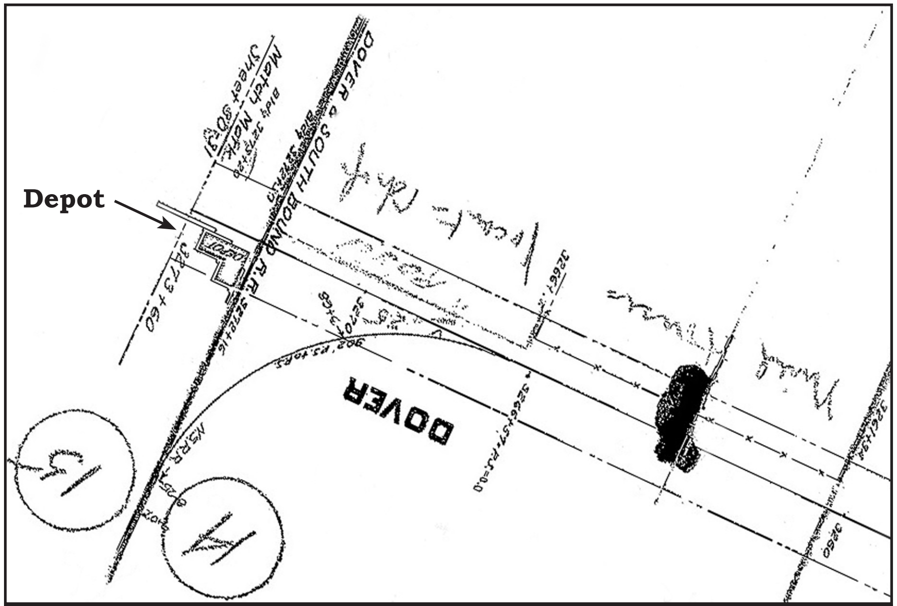
Under "Property Operated," the 1905 edition of *Annual Report of the Board of Railroad Commissions of North Carolina* lists a 24.40-mile mainline between Dover, NC and Richlands, NC. The 1907 edition of American Lumberman's *Sawmill Equipment Register* describes the Dover & Southbound Railroad as standard gauge, 40 miles in length with twenty additional miles under construction; 20 and 35-pound rails; five locomotives and 110 cars; and a 40-mile telephone system. The 1915 edition of *Sawmill Equipment Register* listed a 25-mile railroad in use. Operation of the Dover & Southbound

Over time, in addition to the Dover & Southbound Railroad, at least four other logging companies had their terminal at Dover. They were Hines Brothers Lumber Company of Kinston, NC; Maxwell Lumber Company; West Lumber Company; and Dover Lumber Company. The last two companies probably operated over the same right-of-way, which previously had been built by West & Parrott.

For more than three decades, **Lovitt Hines** was a major logger in Lenoir, Craven, and Jones Counties. He resided in Lenoir County when his first property in Dover was purchased on December 16, 1886. It consisted of a one-acre site near the depot of the Atlantic & North Carolina Railroad (Craven County Deed Book 95, page 367). The depot was located on the southwest side of the diamond shared by the Dover & Southbound Railroad and the Atlantic & North Carolina Railroad. It is visible in Figure 38, which comes from the 1914 Norfolk Southern Railroad Valuation map of Valuation Section 9, Sheet 30.

Hines operated a sawmill at Dover until 1897. *Biographical History of North Carolina From Colonial Times to the Present* notes that "In the spring of 1893 he, with S. C. Hamilton and P. H. Pelletier, formed a stock company and bought the Greenville Land and Improvement Company's property, consisting of [a] sawmill, dry kiln, planing mill and forty acres of land in Greenville."

The March 8, 1894 *New Bern Journal* reported: "Greenville received quite an accession yesterday from New Bern. Mr. Lovitt Hines and family, Mr. W. P. Hall and family and Mr. W. B. Burgess and family, all left moving there. . . . Besides his interest in the Greenville mill Mr. Hines retains his connection as partner in the Dover mill of



38-1914 Norfolk Southern Depot at Dover

Hines Brothers, which will be operated as heretofore, his brother being the one directly in charge of it."

Tragically, the planing mill at Greenville was destroyed by fire 30 days after the new owners began operating it. Subsequently, it was rebuilt but was consumed by fire again in May 1896. Rather than rebuilding a second time, Lovitt and Waitman Hines relocated that lumber business to Kinston, in Lenoir County. The Dover mill was also moved to Kinston in 1897, although the brothers continued to log extensively in Craven and Jones Counties.

Also, in 1897, the Charles S. Riley Company of Philadelphia, Pennsylvania became associated with the Hines brothers, providing capital needed to rejuvenate the business. A decade later, in 1908, the **Hines Brothers Lumber Company** built the standard-gauge Kinston & Snow Hill Railroad in Lenoir County, as well as many miles of narrow-gauge logging grades.

Several logging lines built by Lovitt Hines and his brother will be described chronologically. Lovitt Hines' first purchase of timber rights in Craven County occurred on July 29, 1887 when he bought pine timber on property owned by William E. Clarke and Caesar Becton (Craven County Deed Book 96, page 391). The author surmises that this purchase was located southwest of the Atlantic & North Carolina Railroad depot. Hines already was using a tram railway, for the deed mentions that the property was sited "on north side of tram road" and also "on other side of the tram" [presumed to be the south side]. Additional geographic features that appear in this deed include a swamp behind Becton's house, a separate cypress swamp, and "the public road."

During 1888, Lovitt Hines bought additional property in Dover on each side of the Atlantic & North Carolina Railroad (Craven County Deed Book 98, page 487 and Deed Book 100, pages 232 and 234). In 1889, he and his brother, Waitman T. Hines, formed the Hines Brothers Lumber Company with headquarters at Dover. *The Official Railway List* from that year confirms the existence of a Lovitt Hines railroad at Dover. Perhaps this was the same tram that was mentioned in the previously described 1887 deed. However, additional deeds signed between 1887 and early 1893 do not mention a tram.

The 1891 edition of Rand, McNally & Company's *Lumberman's Directory* does not include a listing for Dover, suggesting that then, the Hines Brothers Lumber Company was exporting its logs via the Atlantic & North Carolina Railroad.

By 1893, the Hines Brothers Lumber Company had their own mill at Dover and were constructing a steel railroad north of Dover. In an agreement, Dewey Brothers of Goldsboro promised to furnish to Hines Brothers Lumber Company, on or about July 17, 1893 "One second hand 7 x 10 [donkey] engine, one trimmer, one clock, 300 feet of 12" rail & fastenings, 54 truck wheels, axels, boxes & bolts" (Craven County Deed Book 111, page 424).

In April 1893, the brothers purchased Craven County timber rights along Moseley Creek from G. A. Richardson (Craven County Deed Book 112, page 43). Lott Branch of Moseley Creek was one of the bounds mentioned in this document. Permission was granted for construction of tramways.

In June 1893, Seth West sold timber rights to Lovitt Hines on 300 Lenoir County acres located about three or four miles north of Dover. This property was sited along the eastern border of Lenoir County (Craven County Deed Book 111, page 224). In that area (where Seth West Road is located in 2026) Moseley Creek forms the border between Craven and Lenoir Counties. The creek was the eastern boundary of that particular tract.

Page 52 of Craven County Deed Book 112 records a June 1893 lease agreement between the Hines brothers and C. J. Shelky of New Bern. The brothers obtained use of Shelky's tram road, planing mill, and machinery for six months. All were located at New Bern on the Neuse River. The author surmised that this was a temporary arrangement while the Hines brothers perfected their logging operation at Dover. Logs from both sides of Moseley Creek may have been floated (or hauled by wagon) to the Neuse River for transport to the Shelky mill.

The 1893 edition of Rand, McNally & Company's *Lumberman's Directory* includes a Dover entry for "Hines Bros." There, the brothers operated a portable sawmill producing 14,000 board-feet of yellow pine lumber per day. The mill was served by a six-mile railroad. To date, the author has not been able to determine exactly where in Dover that mill was.

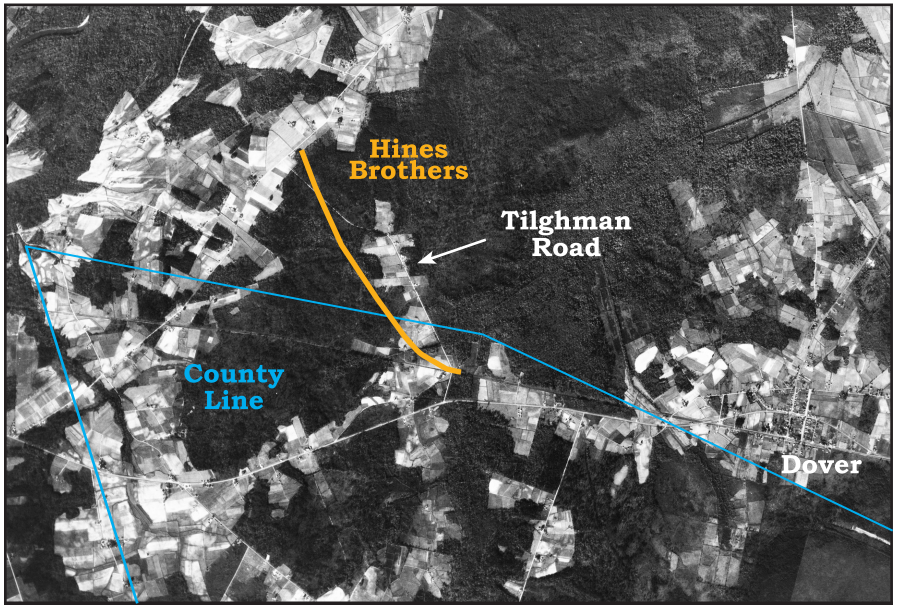
While the Hines brothers were engaged with organizing and operating the Greenville Lumber Company, between 1893 and 1896, no new logging grades serving Dover were discovered by a review of recorded Craven County deeds. In 1897, the Dover mill was moved to Kinston. Nonetheless, in November 1898, the Hines brothers bought timber rights on a 200-acre Craven County parcel situated on the south side of the Neuse River, near its junction with Flat Swamp (Craven County Deed Book 127, page 590). Laurel Branch and Holly Branch are mentioned as bounds in that document. Although the timber rights were to expire in five years, the brothers were granted a right-of-way 40 feet in width through this property for a permanent railroad. Erection of tracks, buildings and fixtures were permitted on the property. Timber smaller than twelve inches in diameter could be used in building railroads and tram roads, for locomotive fuel, and for rafting timber. No map showing this track has been discovered by the author. If this railroad was actually built, it must have been used to dump logs into the Neuse River. It is possible that it was used to access another tract of Craven County timber acquired by Hines Brothers in 1900. That property was in Township 9 (Craven County Deed Book 132, page 222). A similar right-of-way was acquired within that tract.

Planning for another, substantial segment of railroad had already begun in 1898. Timber rights in Beaver Creek and Chinquapin Townships of Jones County were purchased on November 28 (Jones County Deed Book 42, page 232). A 40-foot-wide right-of-way through these properties for a permanent railroad was included. To access this timber, the company originally built a railroad that headed southeast from Dover. During

December 1899, the Hines brothers acquired timber rights on approximately 2,000 acres near Dover and the Atlantic & North Carolina Railroad (Craven County Deed Book 132, page 35). That property was in Township 3 of Craven County and Beaver Creek Township of Jones County. The purchase was bounded on the west by the "Goldsboro Lumber Company tramroad" (the Dover & Southbound Railroad) and on the north by the Atlantic & North Carolina Railroad. A right-of-way with width of 40 feet, for tram or railroad, was granted over this property for a period of ten years. Part of this railroad is visible in Figure 32 where it is identified with a green arrow.

A March 9, 1900 timber deed recorded on page 525 of Jones County Deed Book 43 describes timber that Hines Brothers obtained in Beaver Creek Township of Jones County. It was situated southwest of Dover: "Beginning at a walnut in the public road . . . and [the property line] runs eastwardly with the public road to Jones and Craven County line on So. Side of Gum Swamp, thence south easterly with edge of Gum Swamp to a point opposite the ditch dividing the A. R. Miller land from the Asa Hawkins land, thence south easterly with the A. R. Miller line to road across Gum Swamp, thence easterly to right turn in said road, thence north easterly to So. W. corner of J. E. Korengay's lot at Dover Station, thence eastwardly with said Jas. E. Korengay's line southernly line to the So. E. corner of Lovitt Hines lot, thence eastwardly with Lovitt Hines and W. A. Jones line, continuing a straight line to the Goldsboro Lumber Company's tram road, near their saw mill, thence southwardly with the Goldsboro Lumber Company tram road to the Buck line, near the Buck place, thence with the Buck line to his beginning corner, thence N 88 W . . . thence due north to the beginning containing by estimation 2,000 acres, more or less." The lumber company was allowed to build, own, and operate a railroad for fifteen years on a right-of-way 40 feet wide on this property.

West of Dover, a Hines Brothers Lumber Company tram road headed northwest from the Atlantic & North Carolina Railroad, crossing from Jones County into Lenoir County. It is mentioned in a document dated September 22, 1900 (Jones County Deed Book 44, page 145). A right-of-way for this tram road was obtained commencing "on the A. & N. C. Rail Road near the Thoms place and run as the way is staked off to Daniel Frazier's line in Holly Branch and on the north side of Frazier's land to Alex Tilghman line as staked off." More property and right-of-way for this tram was obtained in Lenoir County. On September 15, 1900 the Hines Brothers Lumber Company received

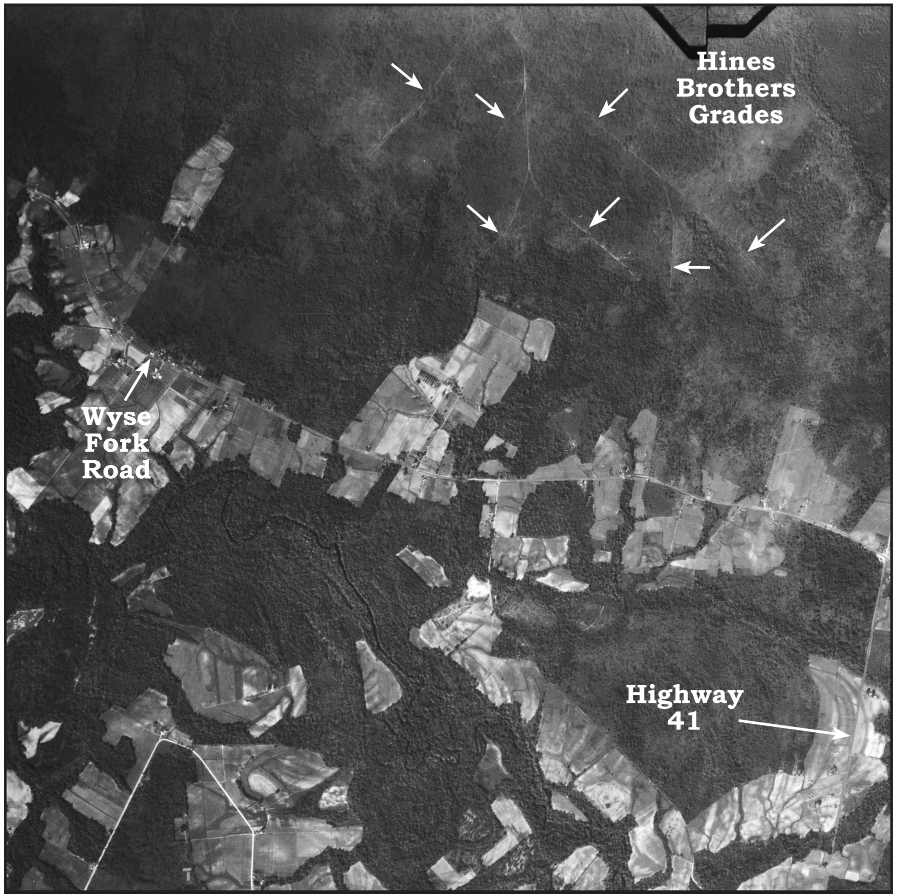


39-1950 Aerial Photograph West of Dover

timber rights and a right-of-way in Sand Hill Township. The property was on the west side of the run of Tracy Swamp (Lenoir County Deed Book 25, page 364).

The portion of this right-of-way, in Township 3 of Craven County, was lengthened on July 10, 1903 through a document recorded on page 208 of Craven County Deed Book 147. Two months later, on September 4, 1903, the Hines Brothers Lumber Company bought timber rights in Sand Hill Township of Lenoir County (Jones County Deed Book 47, page 370). That property adjoined land belonging to Alex Tilghman and Daniel Frazier. It was situated on the west side of Tracy Swamp and the north side of the Atlantic & North Carolina Railroad. A right-of-way 100 feet wide "through the above-described land for a permanent railroad" was included in the agreement. In modern times Tilghman Road is found in that region, and it may be congruent with the former tram railbed. Figure 39 is part of a 1950 aerial photograph that shows the location of Tilghman Road.

In 1903, a new grade was constructed which originated from the Atlantic & North Carolina Railroad approximately 3.1 miles southeast of Dover. It was used to access the same tracts of timber in Beaver Creek and Chinquapin Townships of Jones County that formerly had been reached via the right-of-way built in 1898 (see Figure 32). The new right-of-way built in 1903 is consistent with the "tramroad" identified on Figure 36. By 1906, parts of that right-of-way eventually reached as far west as Tuckahoe Township of Jones County (Jones County Deed Book 50, page 307). Another 1906 deed suggests that this tram was located near the area where State Road 58 crosses Ash Branch (Jones County Deed Book 51, page 53). That being the case, the tram line may have followed the course of present-day County Road 1300 in that area.



40-1950 Aerial Photograph in Trent Township

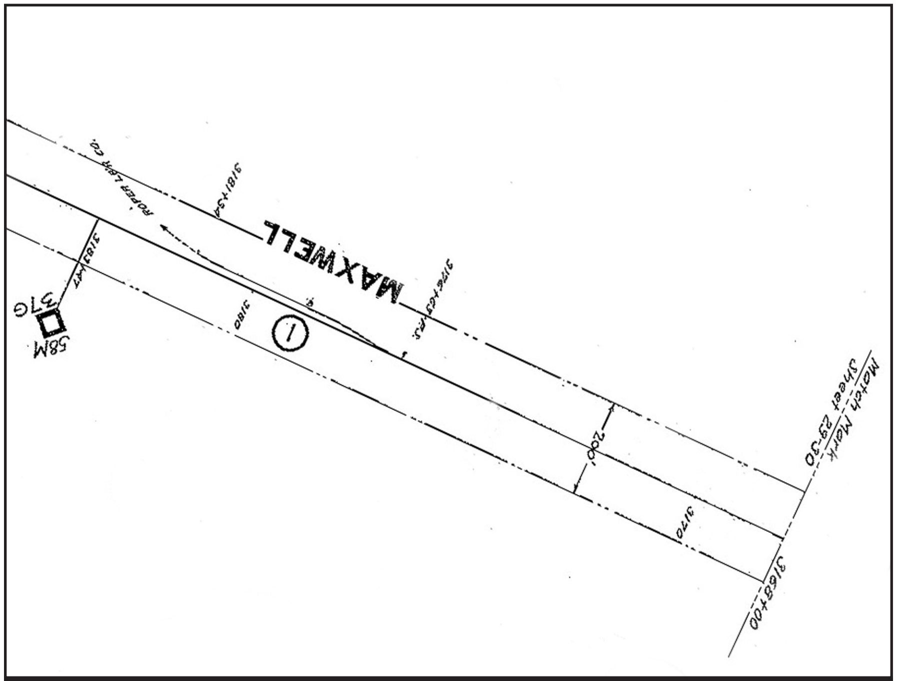
The west end of this tram line may even have reached Lenoir County. In a document signed February 1, 1907, the Hines Brothers Lumber Company acquired a 976-acre parcel located in both Tuckahoe Township of Jones County and Pink Hill Township of Lenoir County (Jones County Deed Book 51, page 554). Bounds mentioned include "Beginning at two black gums near the run of Trent River and near the public road above the bridge . . .," "Horse Pen Branch," and "Cypress Branch." Because Hines Brothers owned this timberland, no separate right-of-way agreement was required to operate the company's tram road on that property.

Another branch of the 1903 tram right-of-way turned east, passed through the southeast part of Beaver Creek Township of Jones County, and entered Trent Township. Figure 40 is part of a 1950 aerial photograph showing some of those grades with white arrows. On January 10, 1903, Hines Brothers Lumber Company obtained the right to operate a tram road over a 50-foot-wide right-of-way across property known as "the Big Frank Nobles lands" on the south side of the Trent River (Jones County Deed Book 46, page 567). Another Trent Township right-of-way was acquired with a deed recorded in Jones County Deed Book 47, page 70.

On January 1, 1903, the Hines Brothers Lumber Company entered into an agreement with W. M. Tyndall (Craven County Deed Book 144, page 62). The company bought back certain assets that Lovitt Hines, in 1900, had sold to Tyndall (Craven County Deed Book 134, page 199). Included were two acres in Dover. That property was on the west side of Main Street and north side of the Atlantic & North Carolina Railroad. The document also returned ownership of one sawmill engine; boiler and belts; fixtures and saws' five log trucks; two iron-axel log carts; four mules; two oxen; and a tram railroad to Hines Brothers. The two-acre tract may well have been the site of the Lovitt Hines sawmill, prior to its 1897 removal to Kinston. A right-of-way 40 feet wide was obtained on July 10, 1903 from J. E. Daugherty, O. H. Worthington, W. J. Arnold, G. W. DeBruhl, John Register, and Ernest Daugherty "for a tram road" where "said road is now located" in Township 3 (Craven County Deed Book 147, page 208).

In March 1907 the Hines Lumber Company bought the Dover Lumber Company railroad. That line, constructed earlier by West & Parrott, will be described subsequently.

A. J. Maxwell managed the **Maxwell Brothers Lumber Company**. Other members of the business were L. R., J. B., H. G., and C. C. Maxwell. The 1906 *Industrial Issue* (accessed at: https://olddobbers.net/freepress/dover.htm) reports that the Maxwell mill was three miles from Dover. Prior to purchase by the Maxwell Lumber Company in 1893, Frank Hawkins operated it. In 1906, the mill's location was two miles north of Hawkins Siding, a side track on the Atlantic & North Carolina Railroad. Presumably, finished lumber was hauled by wagon from the mill to the siding. Evidently, Hawkins Siding was renamed, subsequently, as Maxwell Siding. By 1914, the



41-1914 Norfolk Southern RR at Maxwell Siding

siding at Maxwell was being used by the Roper Lumber Company. Figure 41 is part of a Norfolk Southern Railroad Valuation map of Valuation Section 9, Sheet 30.

The Maxwell Brothers Lumber Company had its own 3.5-mile logging railroad. The 1907 *Sawmill Equipment Register* reveals that it used narrow-gauge track and operated with one locomotive and two log cars.

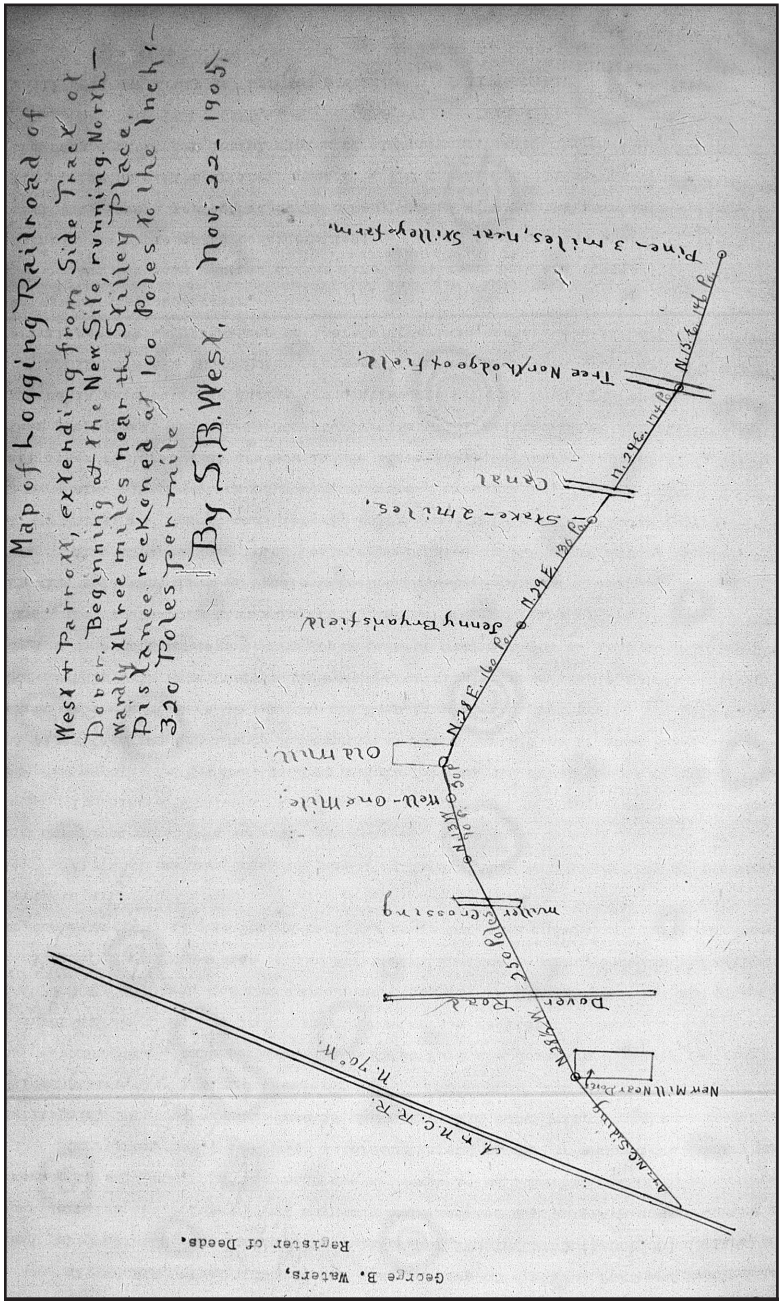
A location for the Maxwell brothers mill and railroad is suggested by a 1904 deed. On December 2, the lumber company purchased timber rights on 578.5 acres owned by A. B. and Josephine Hawkins. That property was north of Dover on Moseley Creek in Township 3 of Craven County. The document was recorded on page 303 of Craven County Deed Book 152. Permission was granted for a railroad on this property. The operation of Maxwell Brothers Lumber Company was completed by about 1910-11, when the company's cutover timberland was sold off.

Seth West had a hand in the operation of several Dover lumber and railroad enterprises. He appears to have been the proprietor of the **West Lumber Company**, which was a Virginia corporation and maintained a business office at Norfolk. On May 12, 1904 the company purchased a town lot which was to become the site for its Dover sawmill (Craven County Deed Book 150, page 223). In the six years following the mill site purchase, only two timber deeds were recorded with the West Lumber Company as grantee. Both deeds were signed in February 1907 (Craven County Deed Book 165, pages 140 and 508).

Page 140 describes a 307-acre parcel in Craven and Jones County "lying between the Dover & Southbound Railroad and the Norfolk & Southern Railroad [successor to the Atlantic & North Carolina Railroad]." Construction of a railroad on this property was permitted. Within this document, reference is made to a prior sale of this property recorded on page 216 of Craven County Deed Book 161. Therein, this property was "bounded as follows, viz: Lying and being in Dover, on both sides of the Atlantic & North Carolina Railroad, below Dover Station." Perhaps an abandoned Hines Brothers Lumber Company grade described previously (see Craven County Deed Book 96, page 391), located in the same general area, was reopened and used to log timber on this parcel.

Page 508 describes another 20-acre parcel in Craven and Jones Counties which adjoined the 307-acre tract mentioned above. It bordered on the Dover & Southbound Railroad and was on the east side of that railroad.

In an agreement signed December 1, 1905 and recorded on page 153 of Craven County Deed Book 157, the Atlantic & North Carolina Company (owner of the railroad by the same name) was one of two identified parties. The other party was comprised of a partnership, **West & Parrott** (J. H. West and B. H. Parrott) and an individual, Seth West. A month later, in January 1906 Seth West incorporated another business, the Dover Lumber Company, with himself as president. The December 1905 document specified terms for a co-operative venture. The Atlantic & North Carolina Railroad would furnish track materials (which included 50-pound rail) sufficient to build, for the use of West & Parrot, a two-mile railroad with a termination at Dover. An extension of two more miles, beyond the initial two, was also permitted. Figure 42 is a survey of that logging line, which appeared on page 159 of the Craven County Deed Book 157. The right-of-way crossed Dover Road on the northwest side of town.


Map of Logging Railroad of West + Parrott, extending from Side Track of Dover. Beginning at the New Site, running Northwardly three miles near the Stilley Place. Distance reckoned at 100 Poles to the Inch - 320 Poles per mile
By S.B. West, Nov. 22 - 1905
Pine - 3 miles, near Stilley farm.
Tree North edge of Field.
Canal
Stake - 2 miles.
Jenny Bryan's field
Old mill
New - One Mile.
Water crossing
Dover Road
250 Poles
New Mill Near Dover
A. & N.C. R.R.
N. 70° W.
George B. Waters,
Register of Deeds.

42-1905 Survey of West & Parrott Railroad

The 1907 edition of *Sawmill Equipment Register* has no listing for West & Parrott at Dover but does show the West Lumber Company there, with a five-mile, standard-gauge line operating with one locomotive and thirteen cars.

The **Dover Lumber Company** was incorporated in January 1906. Officers were Seth West, president; J. H. West, vice-president; D. W. Richardson, secretary; and N. S. Richardson, treasurer. The 1907 edition of *Sawmill Equipment Register* reported that the Dover Lumber Company operated a five-mile, standard-gauge line with one locomotive and three cars. It seems likely that the Dover Lumber Company Railroad was actually the one organized in December 1905 for West & Parrott and Seth West, in their agreement with the Atlantic & North Carolina Railroad.

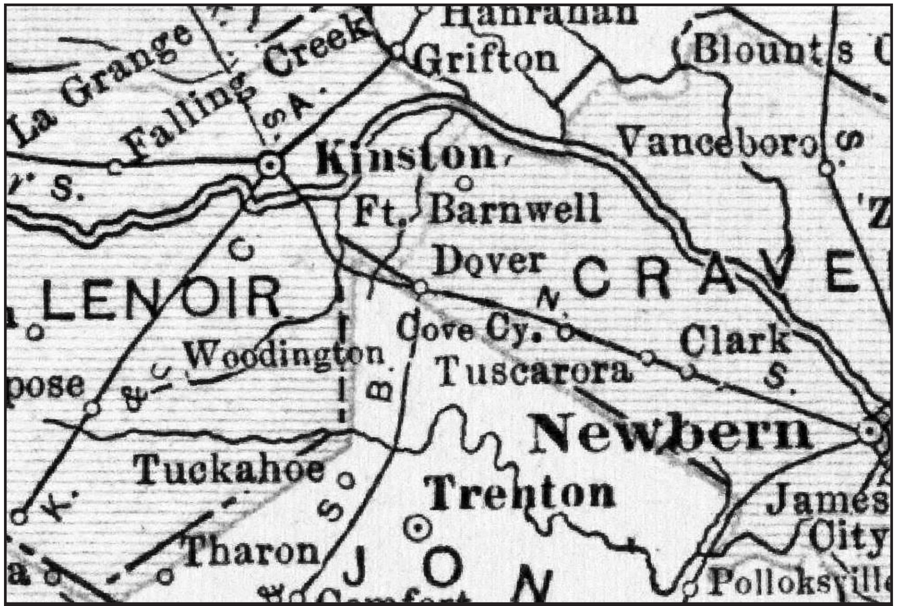
But unexpectedly, Seth West died of a stroke in 1907. His obituary appeared in the February 21, 1907 Raleigh *News and Observer*. The West Lumber Company appeared for the last time in the 1907 edition of the *Norfolk and Portsmouth City Directory*. That publication listed the business at 516 Bank of Commerce Building in Norfolk.

Probably, due to the demise of Seth West, the Dover Lumber Company and its railroad were sold to Lovitt Hines on March 26, 1907 (Craven County Deed Book 165, page 142). Included in the sale were one locomotive, three log cars, three miles of 20-pound rail, two miles of 50-pound rail, roadbed, rights-of-way, mules, oxen, log carts, tools, and a 1.33-acre property in Dover (likely a sawmill site). In a separate transaction on the same day in 1907, Lovitt Hines paid the administrators of Seth West's estate $14,000 for a large portfolio of properties in Craven and Lenoir Counties (Craven County Deed Book 166, page 437).

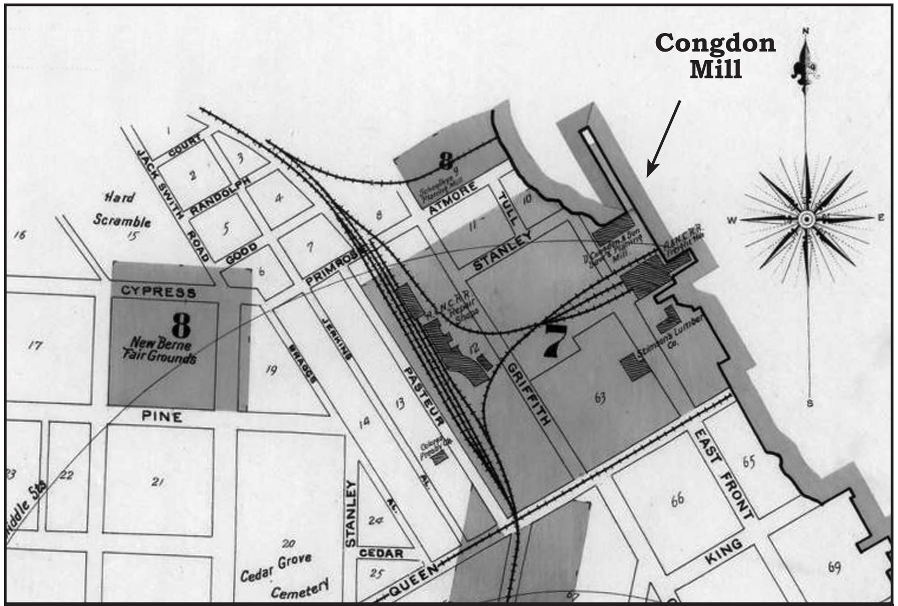
A lack of clarity is evident in listings of Dover lumber companies in the 1907 edition of *Sawmill Equipment Register*. Although the West Lumber Company and the Dover Lumber Company each had an associated railroad, both lines are described as standard gauge, with five miles of track and one locomotive. The West Lumber Company appears with 13 log cars and just three cars are shown for the Dover Lumber Company. An explanation for this listing is that both organizations used the same right-of-way, which had originally been built for West & Parrott and Seth West. Possibly, the death of Seth West resulted in a restructuring of his assets, with the Hines Lumber Company purchasing only three of the thirteen log cars that had been the property of Seth West.

A presumed result of Seth West's death was that West & Parrott (J. H. West and B. H. Parrott) were listed as the operators of a sawmill at Dover in the 1912 edition of *Sawmill Register*. The logging line surveyed for them in 1905, and purchased by the Hines Brothers Lumber Company in 1907, appears to have still been in operation. Its right-of-way may be represented by the short line leading northwest from Dover, which is visible in Figure 43, part of Rand, McNally & Company's 1912 *North Carolina*.

The **Congdon Lumber Company** operated railroads in Craven, Jones, and Pamlico Counties. It was owned by David Congdon and his wife, Fannie. David was the grandfather of David Sprague Congdon, who worked for the Broaddus & Ives Lumber Company until his death in 1917. Many assets of the Congdon Lumber Company were sold to the Blades Lumber Company on June 24, 1901 (Craven County Deed Book 137, page 372). Property included title to all the mill property in and near New Bern and all timberlands in Craven, Jones, and Pamlico Counties. Excluded from the sale was "the Goose Creek


Hanrahan
Grifton
Blount's
La Grange
Falling Creek
Kinston
Vanceboro
Ft. Barnwell
Dover
CRAVE
LENOIR
Cove Cy.
Woodington
Clark
Tuscarora
Newbern
Tuckahoe
Trenton
James City
Tharon
Pollocksville

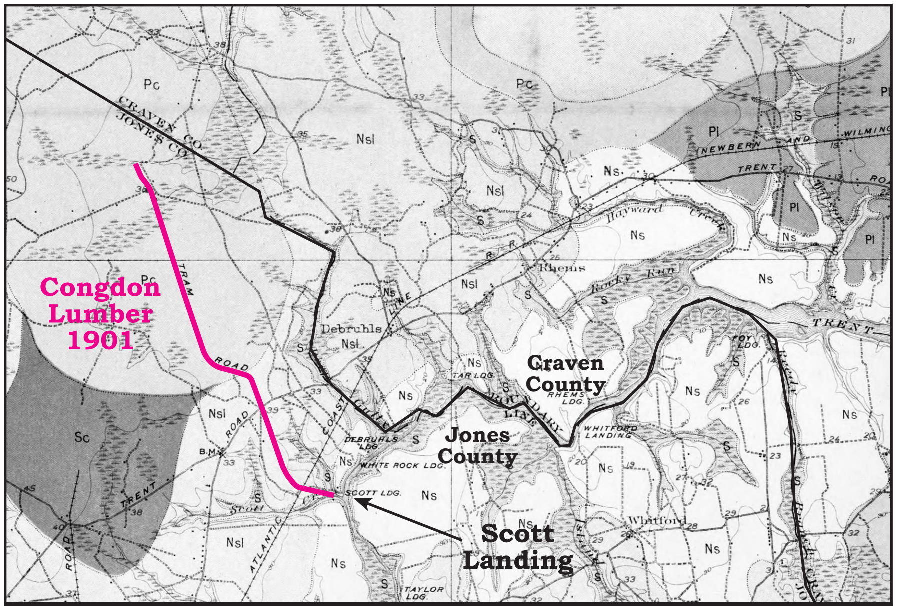
43-1912 Rand, McNally & Company *North Carolina*


Congdon Mill
Hard Scramble
Jack Smith Road
Court
Randolph
Good
Primrose
Atmore
Tull
Stanley
Cypress
New Berne Fair Grounds
Jerkins
Pasteur
Griffith
Pine
East Front
King
Queen
Cedar
Cedar Grove Cemetery
Middle St.

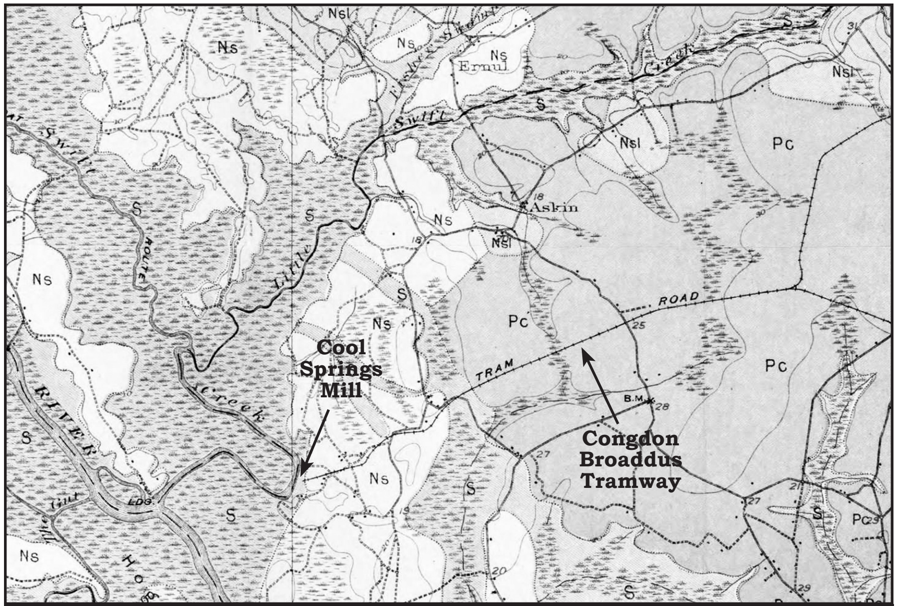
44-1898 Sanborn Fire Insurance Company Map lands" located in Pamlico County near Blades Junction on the Pamlico, Oriental & Western Railroad. Figure 44 shows the location of the Congdon Lumber Company mill in New Bern. The image comes from the 1898 Sanborn Fire insurance Company map of New Bern.

Although the 1901 deed is ambiguous regarding the disposition of the following items, it is clear that the Congdon Lumber Company also owned two mills at Cool Springs, in Craven County, and also a stock of lumber on hand at New Bern, Cool Springs, and Scott Landing. Scott Landing, in Jones County, was the terminal of a Congdon tram road. The 1901 deed included all lumber at said mills; associated tram roads in Craven, Jones, and Pamlico Counties; all cars, locomotives, and rights-of-way. Another document recorded on page 90 of Craven County Deed Book 138 confirms the presence of tram roads at Cool Springs and Scott Landing. Figure 45, part of the 1903 *Soil Map North Carolina Craven Sheet*, displays the tram which terminated at Scott landing.

In Craven County, a Congdon Lumber Company tram road existed as early as 1895. The September 22, 1895 issue of the New Bern *Journal* reported a fatal accident on that line, which terminated at the Cool Springs mill. This tram was operated in conjunction with the Broaddus & Ives Lumber Company. As such, it was identified as property of "the Congdon Broaddus Tramway Company" in a 1901 document recorded on page 90 of Craven County Deed Book 138. Therein, the Cools Springs mill on Swift Creek, and its associated tram railroad, as well as other properties, were sold to the Blades Lumber Company. However, the Blades Lumber Company immediately (on March 19, 1901) sold the mill and its tram to the Broaddus & Ives Lumber Company (Craven County Deed Book 137, page 398). This tram road also appears on the


Congdon Lumber 1901
Craven County
Jones County
Scott Landing
Craven Co.
Jones Co.
Tram Road
Debruhls
Rhems
Trent
Scott Ldg.

45-1903 *Soil Map North Carolina Craven Sheet*


Cool Springs Mill
Congdon Broaddus Tramway
Swift Creek
Askin
Ernul
Tram Road
River

46-1903 *Soil Map North Carolina Craven Sheet*

1903 *Soil Map North Carolina Craven Sheet* and visible in Figure 46.

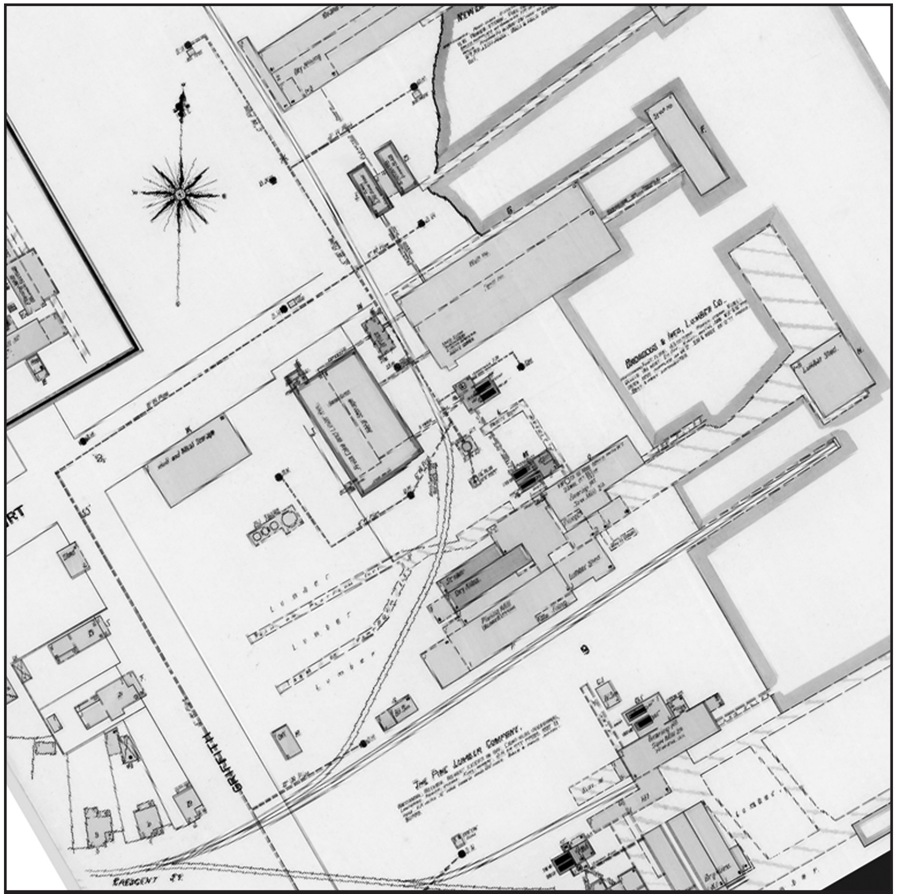
In Pamlico County, the Congdon Lumber Company had another tram railroad in the vicinity of Blades Junction. In fact, in a September 9, 1901 document, the Congdon Lumber Company sold timber rights at the place where Blades Junction would later exist, to the Blades Lumber Company. That deed was recorded on page 411 of Pamlico County Deed Book 31. David Congdon also sold a right-of-way to the Pamlico, Oriental & Western Railroad on March 13, 1906 (Pamlico County Deed Book 43, page 93). Its location was immediately west of a similar right-of-way sold to the Pamlico, Oriental & Western by the Blades Lumber Company (see Figure 9).

A 1909 deed refers to that previously existing Congdon Lumber Company tram road near Blades Junction. It was recorded on page 468 of Craven County Deed Book 176. Therein, Hilliard W. Barrington sold the Broaddus & Ives Lumber Company an old right-of-way. That right-of-way connected with the main railroad track of the Pamlico, Oriental & Western Railroad at the same place where "where the old switch used by Congdon & Company was located." The pathway of that tram railway has not been discovered.

The **Broaddus & Ives Lumber Company** was comprised of R. F. Broaddus and Charles L. Ives. Figure 47 comes from the 1904 Sanborn Fire Insurance Company map of New Bern. The Broaddus & Ives mill is visible immediately northwest of the Pine Lumber Company mill.

The stage was set for initial development of this business in November 1893 when George F. Ipock entered into two agreements with Broaddus and Ives. In the first, recorded on page 209 of Craven County Deed Book 112, Ipock mortgaged his leasehold interest in a shingle mill to Broaddus and Ives. It was situated on five acres at the mouth of Swift Creek (at Cool Springs-see Figure 46). That interest was part of the estate of J. P. Ipock.

The second document was recorded on page 211 of the same deed book. It constituted the Articles of Agreement which formed the co-partnership of Ipock, Broaddus & Ives. That entity was supposed to exist for a period of one year. But well before that year was up, on March



47-1904 Sanborn Map of Broaddus & Ives Mill

19, 1894, Broaddus & Ives bought out Ipock's portion of the business and acquired his leasehold interest in the shingle mill on Swift Creek. Apparently, Broaddus managed the mill, for the June 4, 1898 edition of the New Bern *Journal* reported that R. F. Broaddus resided at Cool Springs.

As noted earlier, in discussion of the Congdon Lumber Company, on March 19, 1901 Broaddus & Ives bought (from the Blades Lumber Company) the former Congdon mill at Cool Springs and the Congdon Broaddus Tramway. At that time, the tram was described as eight miles long, extending as far east as Broad Creek, and having one locomotive. The tram would continue to be used for many years. In 1903, Broaddus & Ives purchased timber rights and a right-of-way on the north side of the Neuse River and south side of Little Swift Creek (Craven County Deed Book 146, page 141). In the same year, the tram railway was upgraded with 80 tons of new, 25-pound steel rails purchased from the Steel Rail Supply Company of West Virginia (Craven County Deed Book 147, page 396).

In 1906, about the time when most assets of the Blades Lumber Company were sold to the Roper Lumber Company, William B. Blades (in a personal transaction costing $22,000) purchased much of the Broaddus & Ives operation at Cool Springs. The July 9 sale was recorded on page 276 of Craven Deed Book 160. Therein, William B. Blades received "Land, Timber, Timber Rights, Rights-of-Way, Easements, Lease-hold estates, and personal property, . . ." including "All that lease-hold upon which is situated the Mill and Dry-kiln operated by Broaddus & Ives Lumber Company at Cool Springs, together with the Mill and Dry-kiln situated thereon, and together with about sixteen and one-half miles of 25 pounds Steel Rails, two locomotives, 16 logging cars, 1 Log Skidder, and all other machinery and appliances used in the operation of the Tram-road of the said Broaddus & Ives Lumber Company, beginning at Cool Spring, and running toward Edwards Mill [now Edward] in Beaufort County, including all branches of the same."

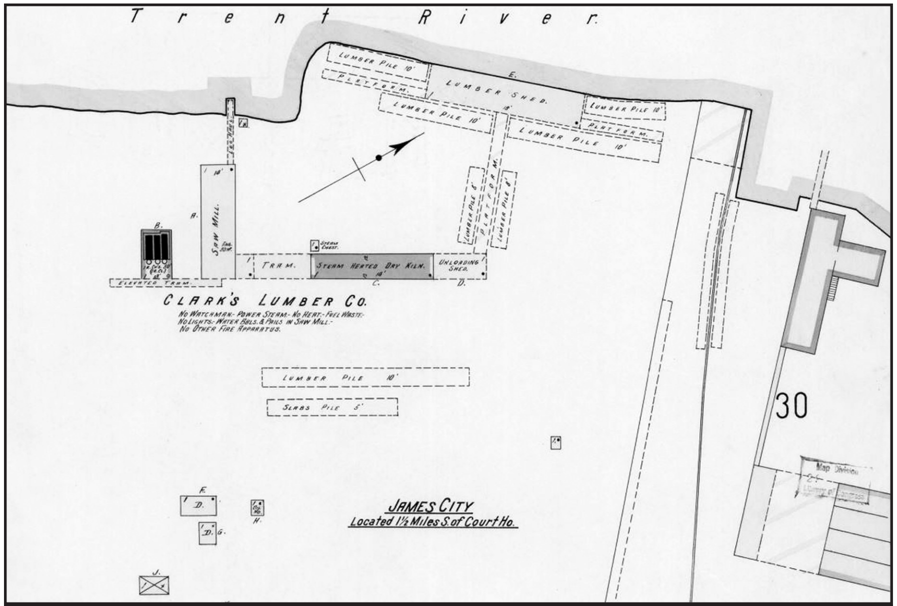
Several tracts of land in Craven County were part of this deal, as well as timber rights on three Pamlico County properties acquired during 1903. This suggests that the tram railway may have entered Pamlico County, although the author could not confirm that conclusion through examination of 1938 aerial photographs. One of those deeds, signed February 3, 1903 and recorded on page 252 of Pamlico County Deed Book 33, was for timber on the east side of Upper Broad Creek, on both sides of Opossum (now Possum) Swamp. Another Pamlico County right-of-way was acquired for a second time by Broaddus & Ives in 1909 (Pamlico County Deed Book 176, page 468).

After the 1906 sale to William B. Blades, Broaddus & Ives were still able to transport logs over the tram railway. They continued to purchase timber rights and timberland in the area served by the tram. Broaddus & Ives acquired a right-of-way across the Enoch Fulcher lands in 1909 (Craven County Deed Book 176, page 133). A right-of-way over an additional property in the region of Pine Tree Swamp mentions L. B. Caton [sic] (Craven County Deed Book 177, page 376). The tram still operated as late as 1916 when Broaddus & Ives obtained another right-of-way in the region of the community of Cayton, formerly known as Zorah (Craven County Deed Book 210, page 435).

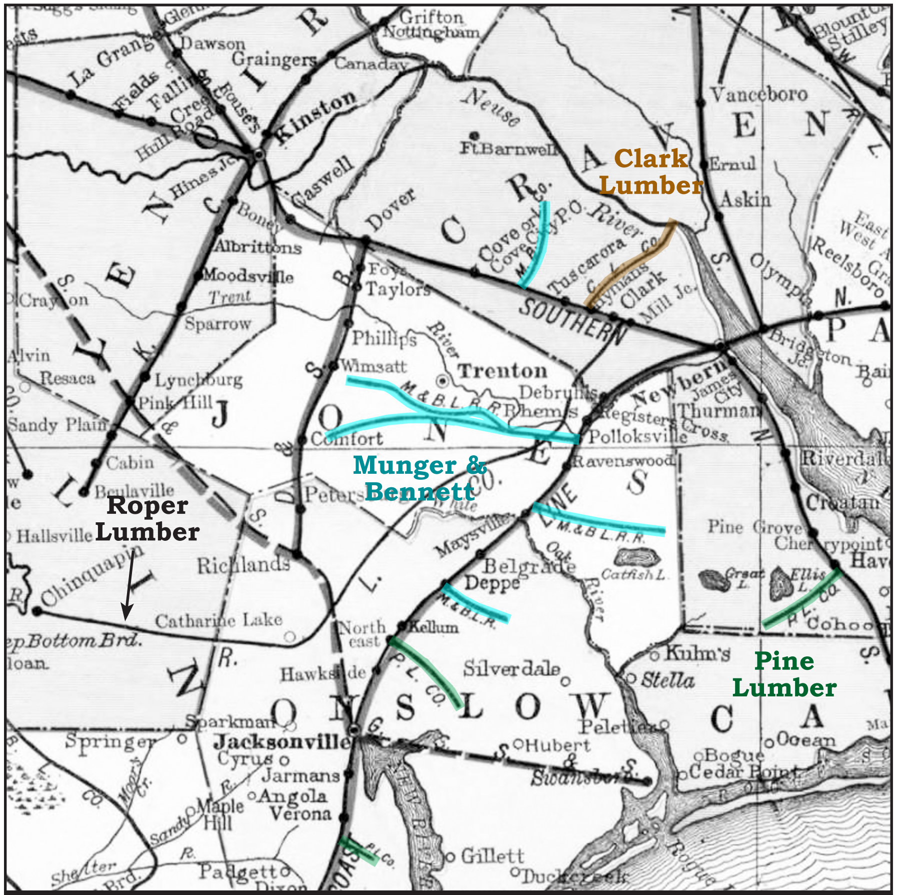
Historically, there were two separate lumbering businesses in Craven County which had "Clark" as part of their company name. Only the chronologically second enterprise, the **Clark Lumber Company,** used a logging railroad.

The earlier concern, which had no logging railroad, was known as Clark & Company (sometimes confusingly referred to as the Clark Lumber Company). It was owned by Joseph B. Clark of Craven County plus several Blades men: William B. and Charles G. Blades of Craven County, and James B. and L. S. Blades of Pasquotank County. This business leased property on the Neuse River in New Bern in 1891. It was liquidated on January 21, 1895 with the assets divided among the various owners. Joseph B. Clark received 50% of the proceeds (Craven County Deed Book 117, page 393).

The second organization named Clark Lumber Company was incorporated by John L. Hammer, H. C. McKeel, and Thomas Phillips Hammer on January 24, 1907. Formation of the business was reported by the Raleigh *Evening News* that same day. These men were also associated with the Hammer Lumber Company of Wilmington, NC. The corporate headquarters for the new business was at New Bern and its largest mill was nearby, at James City. Figure 48 shows the James City mill in an image that comes from a 1913 Sanborn Fire Insurance Company map. Just when its Craven County logging line was installed is not clear. The timberland logged by the company was acquired by Thomas B.


Trent River
Lumber Shed
Saw Mill
Steam Heated Dry Kiln
CLARK'S LUMBER CO.
Lumber Pile 10'
Slabs Pile 5'
JAMES CITY
Located 1½ Miles S. of Court Ho.
30

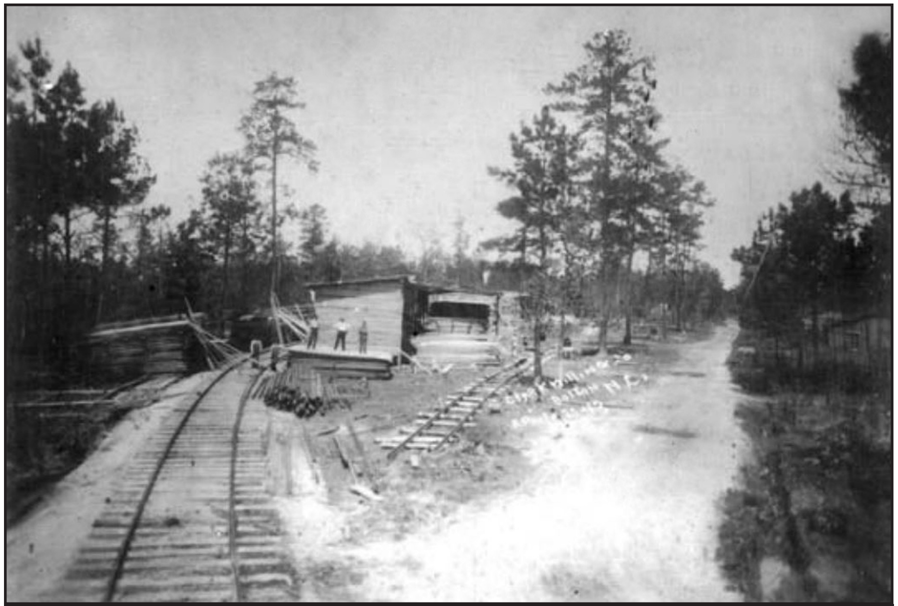
48-1913 Sanborn Map Clark Lumber Mill James City


Clark Lumber
Munger & Bennett
Roper Lumber
Pine Lumber
Kinston
Trenton
Newbern
Jacksonville
Vanceboro
SOUTHERN
M.&B.L.R.R.
CRAVEN
JONES
ONSLOW
CARTERET

49-1917 *Railroad Map of North Carolina*

Hammer of Philadelphia, PA on February 8, 1906 (Craven County Deed Book 159, page 580). The September 10, 1909 edition of the Wilmington *Dispatch* did not include this logging railroad on its list of North Carolina logging lines. But the 1912 edition of American Lumberman's *Sawmill Equipment Register* noted that the Clark Lumber Company of New Bern had additional mills at Croatan, NC and at Clarks, NC. The operation at Clarks used a four-mile railroad.

The 1906 deed referenced above mentions several bounds which suggest the general area where the company's logging line was situated. One 300-acre tract was "on both sides of Batchelors Creek, including the old mill pond" and began "on the south side of the Neuse Road . . ." and also mentioned "Beaver Dam Branch." Another 852-acre parcel mentioned as bounds "Jumping Run" and the "Jumping Run Bridge" over "Dry Mourning Road" (perhaps modern-day Dry Monia Road), as well as "Cow-pen Branch or Quarter Branch" and "Gildstreak or Burnhouse Branch" and " 'a Fish Plate' about 11.5 poles North of the center of the railroad." Rights to several additional timber tracts were also included.

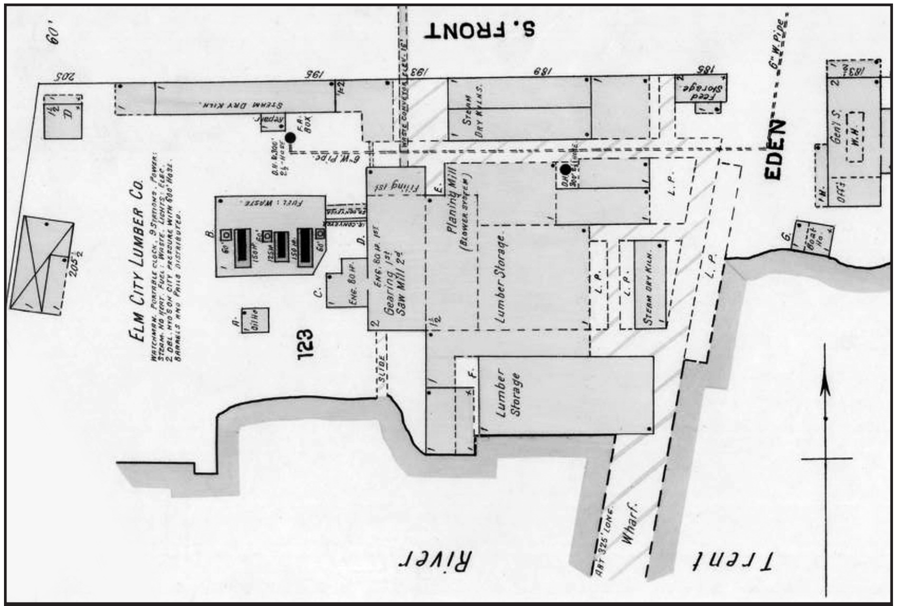


50-Clark Lumber Co. Mill from *A History of Clarks*

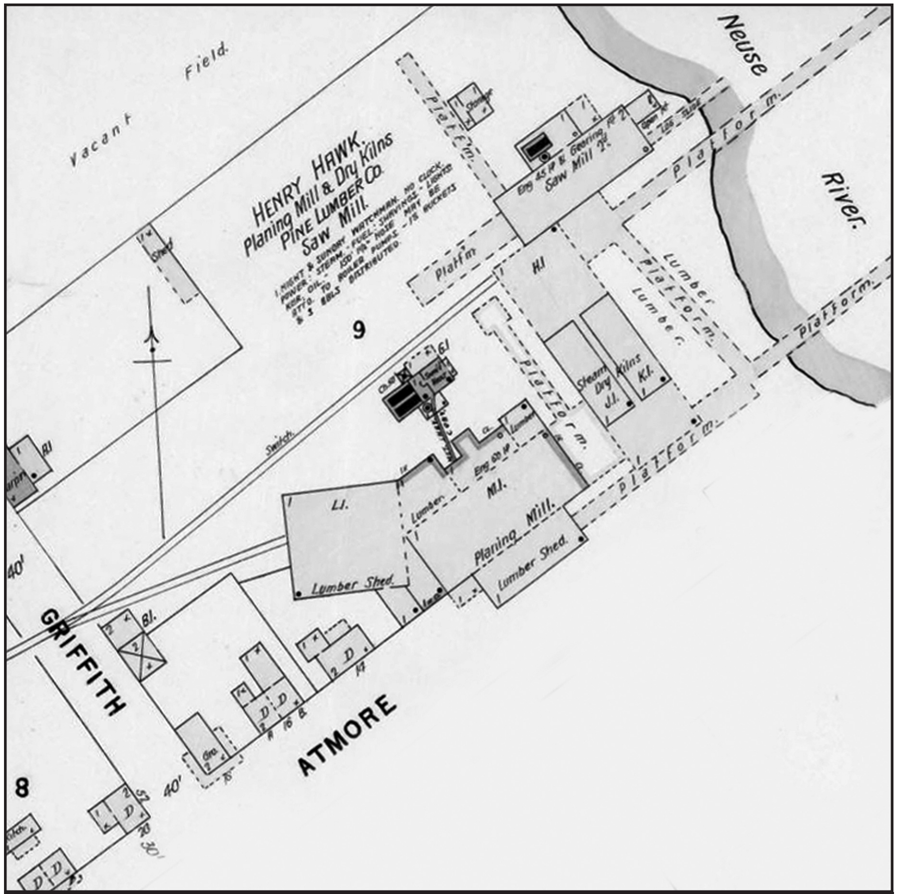
Figure 49, part of the 1917 *Railroad Map of North Carolina*, shows the route of the Clark Lumber Company railroad as it existed that year. It connected with the Norfolk Southern Railroad at Hymans and in this figure, it is designated "C. L. CO." On *Seventeenth Annual Report of the North Carolina Corporation Commission for the Year Ending December 15, 1915*, part of which is reproduced in Figure 1, both "Hammers" and "Hymans" are found at milepost 50. The right-of-way appearing on page 2 also includes a presumed 1910 grade used by the line. Figure 50 appears on the RootsWeb website in *A History of Clarks*. There, it is said to be a 1913 photograph taken at a Clark Lumber Company mill. The website states that the lumber company also operated an additional mill "in Tuscarora on Rollover Creek" but does not specify which mill is visualized in their photograph.

Because the 1915 edition of *Sawmill Equipment Register* has no entry for the Clark Lumber Company at Clarks, the company's right-of-way appearing in Figure 49 may have been built between 1915 and 1917.

The officers of the **Elm City Lumber Company** were Charles F. Felin, president; William L. Ludascher, vice-president; and Clyde E. Ebey, secretary-treasurer. That corporation purchased its first property in Craven County on January 21, 1901 (Craven County Deed Book 136, page 5). It was on Beaverdam Swamp, near Ernul.


S. FRONT
EDEN
ELM CITY LUMBER Co.
123
Steam Dry Kiln
Planing Mill
Gearing 1st Saw Mill 2d
Lumber Storage
Lumber Storage
Filing 1st
Wharf
Trent
River

51-1904 Sanborn Map of Elm City Lumber Co. Mill


Neuse
River.
Vacant Field.
HENRY HAWK.
Planing Mill & Dry Kilns
PINE LUMBER Co.
Saw Mill.
9
8
Saw Mill 2d
Platform.
Lumber Platform.
Steam Dry Kilns
Planing Mill.
Lumber Shed.
Lumber Shed
Switch
GRIFFITH
ATMORE

52-1898 Sanborn Map of Pine Lumber Co. Mill

From 1901 through 1903, the company acquired timberland and timber rights in several areas of Craven County. All were situated such that logs could be transported to New Bern either by water or via the Atlantic & North Carolina Railroad. The company's New Bern mill was located on the north side of the Trent River. It is visible in Figure 51, which comes from the 1904 Sanborn Fire Insurance Company map of New Bern.

In 1903, a second mill was acquired in Township 5 of Craven County. The September 4, 1903 edition of New Bern *Weekly Journal* reported "The new mill located on the site of the old Bell mill at Clubfoot Creek, by the Elm City Lumber Co. and operated by Mr. H. W. Bell is getting to work very nicely. . . . James R. Bell Esq. was in New Bern, on business last Friday."

American Lumberman's *Register of Sawmill and Planing Mill Auxiliary Equipment for 1907* reported that the Elm City Lumber Company used a logging railroad. It likely served the mill at Clubfoot Creek and was extended the next year. On May 8, 1908, the Elm City Lumber Company paid $5,000 to James R. Bell for timber rights on a sizable acreage located in an area south of the Neuse River. It was west of Clubfoot Creek, east of Cahoogue Creek, and in the vicinity of Mortons Mill Pond. Permission was granted for a temporary railroad right-of-way 30 feet wide over this property for a period of twenty years (Craven County Deed Book 146, page 149).

The 1912 edition of the *Register of Sawmill Equipment* includes the Elm City Lumber Company at New Bern, but no railroad was listed.

The **Pine Lumber Company** was incorporated in 1894. Its officers were Freeman Hawk, president; William F. Aberly, secretary-treasurer; and Joseph E. Hawk, general manager. W. F. Kock was also associated with the corporation. The company leased a sawmill on the Neuse River at New Bern from C. H. Scheelky on May 19, 1894 (Craven County Deed Book 114, page 265). Scheelky, himself, had leased the property from William Dunn. In 1898, Dunn sold the property outright to the Pine Lumber Company (Craven County Deed Book 130, page 202). Figure 52 comes from the 1898 Sanborn Fire Insurance Company map of New Bern and shows the location of the mill at the corner of Griffith and Atmore Streets.

In 1899, the Pine Lumber Company made plans to construct a 36-inch gauge logging railroad. On September 19, it purchased timber rights on two contiguous tracts of land totaling 4,200 acres located southwest of the community of Croatan (Craven County Deed Book 131, page 117). The sale price was $9,500. Two bounds mentioned in this document are the East Prong of Brices Creek and Long Lake. Both of those features are still known by the same name.

The Pine Lumber Company bought five acres bordering the Atlantic & North Carolina Railroad on September 13, 1900 (Craven County Deed Book 133, page 301). Those five acres are probably the place where, in 1915, the "Pine Lumber Co." appears at milepost 70 on the mileage chart of the Norfolk Southern Railroad (see Figure 1). The community of Croatan is also listed at the same milepost. Rights-of-way for this railroad were secured in 1900 (Craven County Deed Book 133, pages 302 and 347) and in 1902 (Craven County Deed Book 140, pages 355 and 529). One of these documents mentions that the right-of-way ran parallel to Dufour Road. Construction commenced in March, 1902 (Craven County Deed Book 140, page 502).

The Pine Lumber Company paid a total of $50,000 for two large portfolios of additional timberland in July 1902 (Craven County Deed Book 141, pages 557 and 559). Bounds described in those thousands of acres included Catfish Lake, Great Lake, and both sides of the West Prong of Brices Creek. Another 131-acre parcel at the forks of Brices Creek was obtained in December 1902 (Deed Book 143, page 412). A 1,750-acre tract on the West prong of Brices Creek was acquired in 1905 (Deed Book 155, page 458). The lumber company bought more timber rights in this area in 1907 (Deed Book 166, page 525). In 1910, another 7,550 acres of land were bought, including additional property on Catfish Lake (Book 181, pages 473-475).

Several grades operated by the Pine Lumber Company are included in the 1909 (Figure 17) and 1917 (Figure 49) editions of *Railroad Map of North Carolina*. On those figures, the author has highlighted the Pine Lumber Company grades with green.

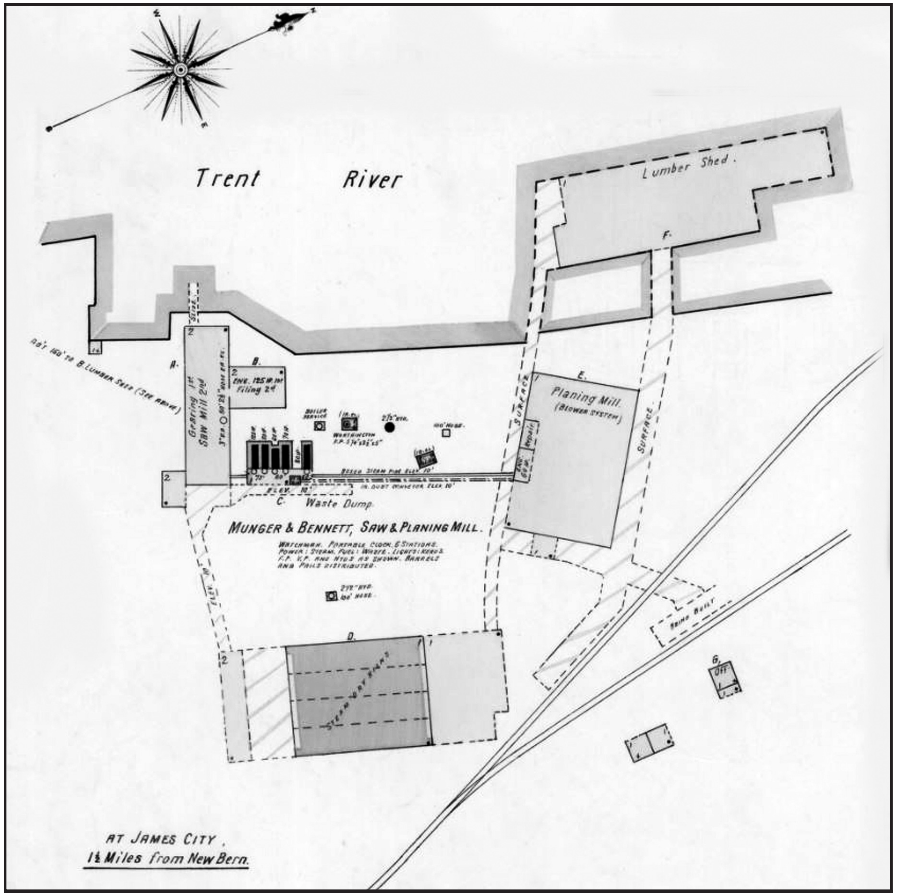
In Onslow County, the Pine Lumber Company had a tram railway located approximately two miles south of Kellum. Timberland and a right-of-way there were acquired in 1904 (Onslow County Deed Book 82, page 419). At the same location, the company's name appears on Sheet 14 of Valuation Section 13 of the 1917 Valuation map produced by the Atlantic Coast Line Railroad. In this area, the right-of-way of the now abandoned Atlantic Coast Line Railroad crossed Wolf Creek.

In a 1924 deed, recorded on page 46 of Onslow County Deed Book 150, the Pine Lumber Company sold timber rights in the area described in the preceding paragraph to Munger & Bennett. Bounds mentioned in that document include: "the run of Wolf Swamp at old Farnell's Ford" and "to A.C.L R.R. right-of-way, thence with said right-of-way easterly to what is known as the Melton old Meadow Road, thence with the said old road, about a Northwesterly course to the old tram road formerly a neighborhood cart road, thence with the old tram or cart road about a Southwest course to Mill Run Pond Ditch, . . ." The record does not imply that in 1924, Munger & Bennett reused the previous Pine Lumber Company right-of-way.

In 1906, the Pine Lumber Company acquired property and a right-of-way in the vicinity of "Rocky River" and "Horse Creek" (Onslow County Deed Book 93, page 55). This locale may have been on the west side of Jacksonville. No trace of this feature could be found by the author on 1938 aerial photographs. On the 1917 Atlantic Coast Line Railroad Valuation map representing Sheet 9 of Valuation Section 13, the Pine Lumber Company owned a significant amount of property southwest of Folkstone. However, the author found no record of a logging spur at that location.

Register of Sawmill and Planing Mill Auxiliary Equipment for 1907 reports that the Pine Lumber Company's railroad was narrow gauge, fifteen miles in length, with two locomotives and twelve log cars. The line had shrunk to thirteen miles when the 1912 edition of that register was published. The 1915 edition again listed fifteen miles in operation. The mileage reported in all three years is likely the combined total for all rights-of-way operated.

George A. Munger and Volney G. Bennett founded the **Munger & Bennett Lumber Company**, which was headquartered in Camden, New Jersey. The company's first timber purchase in Craven County was in 1900, although properties were acquired in Jones and Onslow Counties in 1898. During the first two decades of the twentieth century, Munger & Bennett was one of the largest lumber producers in eastern North Carolina. Their primary mill in North Carolina was at James City. It is visible in Figure 53, which comes from the 1904 Sanborn Fire Insurance Company map of New Bern.


Trent River
Lumber Shed.
F.
A.
B.
Grating 1st Saw Mill 2nd
Eng. 125 H.P. Filing 2d
Planing Mill (Blower System)
E.
Surface
Surface
C. Waste Dump
MUNGER & BENNETT, SAW & PLANING MILL.
Watchman. Portable Clock, 6 Stations. Power: Steam. Fuel: Waste. Lights: Kero'e. F.P. V.P. and Hyd's as shown. Barrels and Pails distributed.
D.
Steam Dry Kilns
G.
Off.
Elev. 10'
AT JAMES CITY.
1½ Miles from New Bern.

53-1904 Sanborn Map of Munger & Bennett Mill

Munger & Bennett began its North Carolina operation in 1898, when it acquired the **Jones and Onslow Tramway**. That line was located primarily in Jones County with a log dump near Stella, in Carteret County. At the same time, Munger & Bennett also acquired a large portfolio of property from the White Oak River Corporation which had purchased that timberland from Louis Bynum in 1893 (Jones County Deed Book 40, page 193). Bynum obtained those properties in 1884 from Basil Jenkins (Jones County Deed Book 32, page 111). The 1884 document mentions that this land was on the north side of the White Oak River, with bounds including "Mundine Branch" and "White Oak Road about [indecipherable] hundred yards east of Trenton Fork."

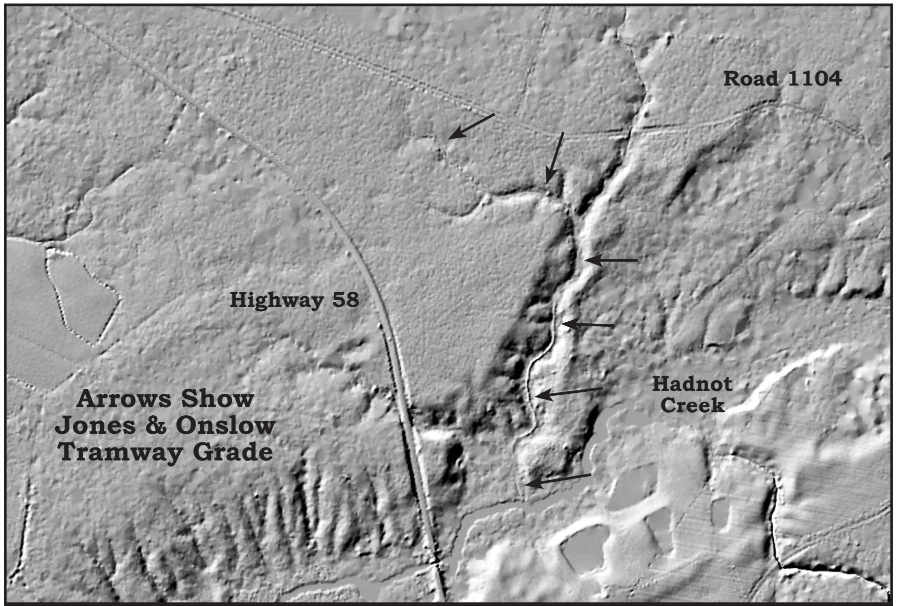
The history of events which led to construction of the Jones and Onslow Tramway began in 1885 when a Massachusetts company, the White Oak River Corporation, bought numerous properties in Jones and Onslow Counties from Killey E. Terry. All those parcels bordered on the White Oak River. Terry resided in New Bedford, Massachusetts and was a principal owner of the White Oak River Corporation.

On December 26, 1885 Terry bought the Barker mill in Carteret County. It was located at Barker Bridge (Carteret County Deed Book NN, page 305). The mill was described as being "near Morehead City" in 1898 when lumber remaining at that site was disposed of by the receiver of the White Oak River Company (Jones County Deed Book 42, p 216).

From 1886 to 1891, timber harvested along the White Oak River was floated downstream and subsequently towed to the company mill near Morehead City. As timber near the river became exhausted, a tram railway was planned in order to access the company's holdings more distant from the river. The Jones and Onslow Tramway Company was incorporated by an act of the North Carolina General Assembly on March 7, 1891. Among the incorporators were Lewis Bynum and Killey E. Terry.

In 1893, Terry bought land in Carteret County, presumably to be used as a terminal for the Jones and Onslow Tramway. It was "A tract lying near White Oak River and on Hadnot Creek, in White Oak Township" (Carteret County Deed Book RR, page 288). Figure 54 is a current LiDAR image of the general area of Hadnot Creek where this tract was located. Therein, a feature identified by arrows may represent the Jones and Onslow Tramway grade, immediately north of the creek. Figure 1 in Chapter 4 displays the route of the Jones & Onslow Tramway in Carteret County.

By 1898, the White Oak River Corporation was bankrupt and controlled by a receiver. The corporation was sold



54-LiDAR Image Hadnot Creek Area of Carteret County at auction to Munger & Bennett for $3,900. Locally, the bankrupt corporation's principle place of business was at Stella, in Carteret County. Among the assets acquired by the new owner, at auction, were several parcels of land, timber options, and the Jones and Onslow Tramway. The sale's document reads "all that certain tramway, rights-of-way, rails, spikes, cross ties, engines, tracks, cars, sheds, . . . log carriages, hooks, logging apparatus of every kind . . . said Jones and Onslow Tramway company, sold . . . to the said White Oak River Corporation" . . .the said tramway being located and situated near the village of Stella, North Carolina, and covering an area of about five and one-half (5 ½) miles in length, and recently [indecipherable] operated and constructed by the said White Oak River Corporation." Specifically mentioned was land in Jones County, on the Main Road from Maysville to Stella and on Black Swamp (Jones County Deed Book 42, page 586).

With a terminal near Stella, in Carteret County, it seems likely that the 5.5-mile tramway described in the above 1898 document was located mostly, if not entirely, on the east side of the White Oak River, in Jones County. This would place the northern end of the tramway, that year, at about Holston Creek. It would have been illogical to construct the tram's right-of-way with more than one crossing of the White Oak River. However, if at a later time the tram did enter Onslow County, it would likely have crossed the river near Starkey Creek, along which waterway several of the company's timber tracts were located.

Locating the path taken by this tramway is complicated by the fact that after Munger & Bennett acquired it, no new right-of-way deeds were filed with either the tramway or Munger & Bennett as grantee. However, it seems likely that Munger & Bennett harvested much of the former White Oak River Corporation timberland in Onslow County by means of logging spurs off of the former Wilmington, Onslow & East Carolina Railroad (which, in 1899, became part of the Atlantic Coast Line Railroad). Thus, the Jones & Onslow Tram probably never grew longer than the 5.5 miles which existed in 1898.

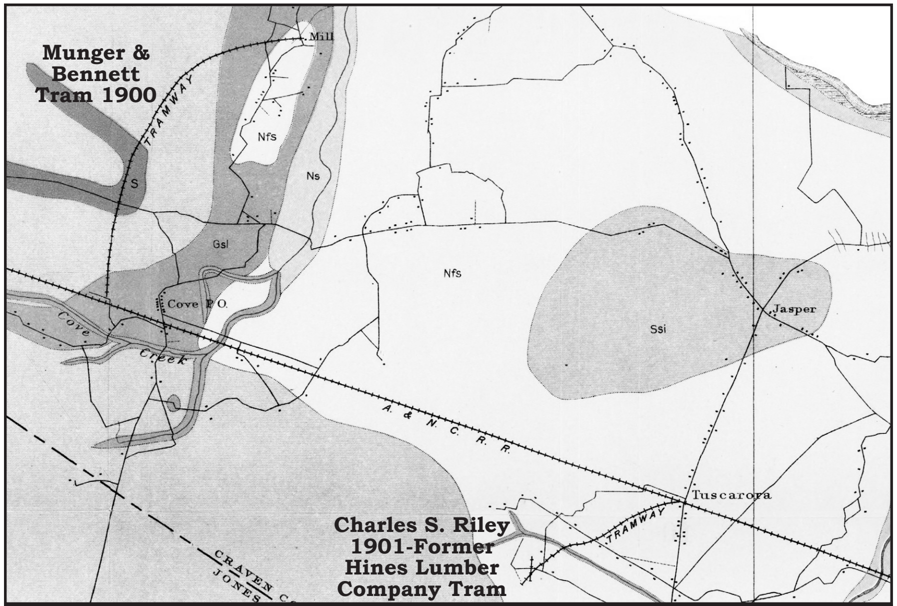
After 1898, several Jones County logging spurs built by Munger & Bennett (from the Atlantic Coast Line Railroad into former White Oak River Corporation timber) are visible in Figures 17 and 55. On those maps, Munger & Bennett grades are highlighted in brown. One extended as far east as the area north of Catfish Lake. No trace of it could be found on aerial photographs from 1938. On the west side of the Atlantic Coast Line Railroad, a different right-of-way was secured in Cypress Creek Township in 1898 (Jones County Deed Book 42, page 30). It was used to access timber located on Mundine Branch which the White Oak River Corporation had purchased in 1893 (Jones County Deed Book 40, page 193).

In Craven County, Munger & Bennett had a small operation northwest of Croatan. That property was acquired in 1900 and bordered on a tributary of Brice Creek (Craven County Deed Book 134, page 164). Within that document, reference is made to an earlier deed which locates the property on Great Branch of Brice Creek (Deed Book 104, page 391). This was in the same general area where, about 1899, the Pine Lumber Company began developing a substantial logging line.

In 1902, Munger & Bennett acquired timber rights on 1,200 acres on the east side of Core Creek (Craven County Deed Book 142, page 568). That document refers to an earlier deed which also mentions Core Creek. It should be noted that Core Creek is identified as "Cove Creek" on certain other early 20th century maps (Deed Book 76, page 381). The right-of-way used to access this purchase is visible in Figures 17 and 55. When the 1917 *Railroad Map of North Carolina* (see Figure 49) was published, that grade had been abandoned and another Munger & Bennett logging line was located farther toward the east.

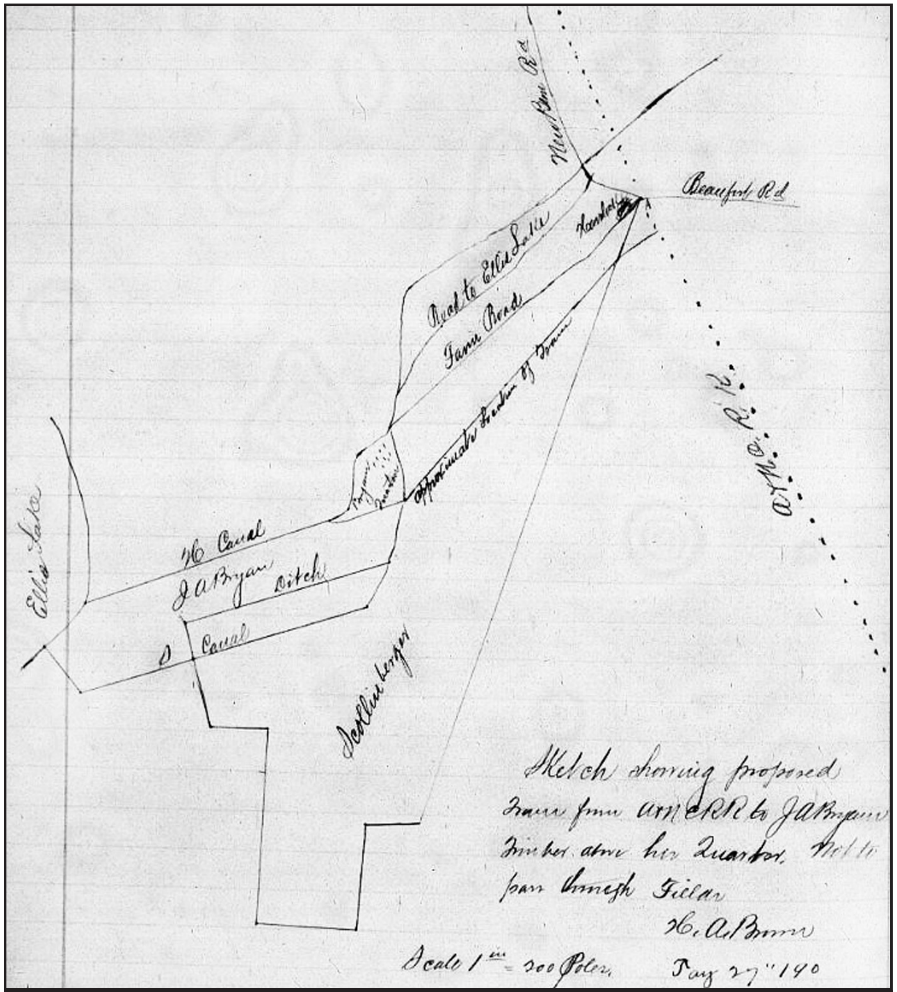
A tram railway originating near Havelock Station was developed by Munger & Bennett about 1904. It led southwest to a terminal on the southeast shore of Ellis Lake. A sketch of part of that proposed grade can be seen in Figure 56. The right-of-way is displayed as “Approximate Location of Tram.” It was included in a right-of-way deed granted by David L. Ward (Craven County Deed Book 150, page 66).

Another extensive system of Munger & Bennett logging grades was begun about 1907. It originated near Pollocksville and headed west, passing through Little Hell Swamp, near the Trent River (Jones County Deed Book 50, page 440). Its appearance in 1909 can be seen in Figure 17, while the 1917 track plan is visible in Figure 49.


Munger & Bennett Tram 1900
TRAMWAY
Mill
Nfs
Ns
S
Gsl
Cove P.O.
Cove Creek
Nfs
Ssi
Jasper
A. & N. C. R. R.
Tuscarora
TRAMWAY
Charles S. Riley 1901-Former Hines Lumber Company Tram
CRAVEN C
JONES

55-1900 *Soil Survey New Bern Sheet*

In Onslow County, a Munger & Bennett logging right-of-way led southeast from Deppe (see Figures 17 and 49). It may have connected to a right-of-way along Starkys


New Bern Rd
Beaufort Rd
Road to Ellis Lake
Farm Road
Approximate Location of Tram
A.&N.C. R.R.
Ellis Lake
H Canal
J A Bryan
Ditch
Canal
Sketch showing proposed Tram from A&NCRR to J A Bryan Timber above her Quarter. Not to pass through Field
H. A. Brown
Scale 1 in = 200 Poles
Aug 27" 190

56-1904 Munger & Bennett Grade Near Ellis Lake

Creek which is mentioned in a 1922 Onslow County deed (Onslow County Deed Book 143, page 317).

In Pamlico County, Munger & Bennett obtained timberland and the right to construct a railroad in 1915 (Pamlico County Deed Book 65, page 48). The property was located in the area of the junction of the east side of Broad Creek and Deep Run Creek. Those specific bounds were specified in an earlier, 1912 deed wherein the East Carolina Lumber Company bought that same property (Pamlico County Book 58, page 336).

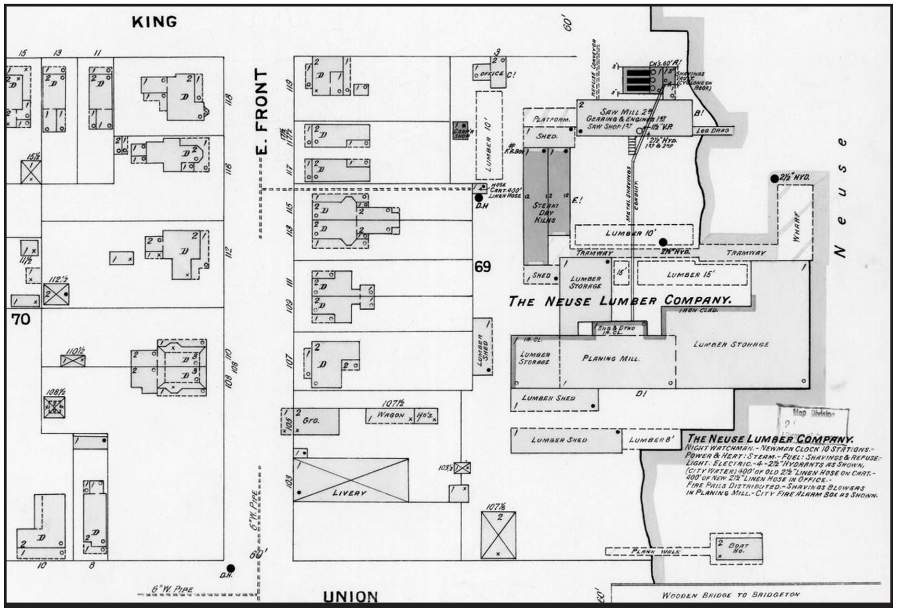
American Lumberman's 1907 *Register of Sawmill Equipment* reported that Munger & Bennett operated 23 miles of narrow-gauge railroad using 20-pound rails and owned four locomotives and 26 logging cars. The 1912 version of the same publication listed 40 miles of railroad and the 1915 edition showed 50 miles of both narrow and standard-gauge lines.

The **Neuse Lumber Company** had a close relationship with the Blades Lumber Company. James V. Blades was president of the Neuse Lumber Company. Charles G. Blades was the vice-president while A. Frank Bunting was secretary-treasurer. The company's primary office was at 1 King Street, in New Bern.

The earliest Craven County deed with the Neuse Lumber Company as grantee was recorded in 1905. The company was not included in the many Blades brothers' holdings sold to the Roper Lumber Company in 1906. The Neuse Lumber Company acquired its first Onslow County timber in 1910.

The company operated at least one segment of logging railroad. The 1912 and 1915 editions of American Lumberman's *Register of Sawmill Equipment* both report a three-mile line. The exact location of this railroad has not been determined but deed records suggest that it was located along, and likely connected with, the north side of the Pamlico, Oriental & Western Railroad in Craven County. Both sides of Upper Broad Creek are mentioned in those deeds and Stapleford and Purifoy were named nearby land owners. Truitt Road was included as a bound. Those facts suggest that the right-of-way was on the west side of Upper Broad Creek. Relevant documents are recorded in Craven County Deed Book 161, pages 147-149; Book 162, page 542; Book 163, page 557; and Book 164, page 42. The company's New Bern mill is visible in Figure 57, which comes from the 1908 Sanborn Fire Insurance Company map of New Bern.

Jesse Sykes Basnight is known to have managed the **New Bern Lumber Company** as early as 1891 (Craven County Deed Book 107, page 148). He also carried on a



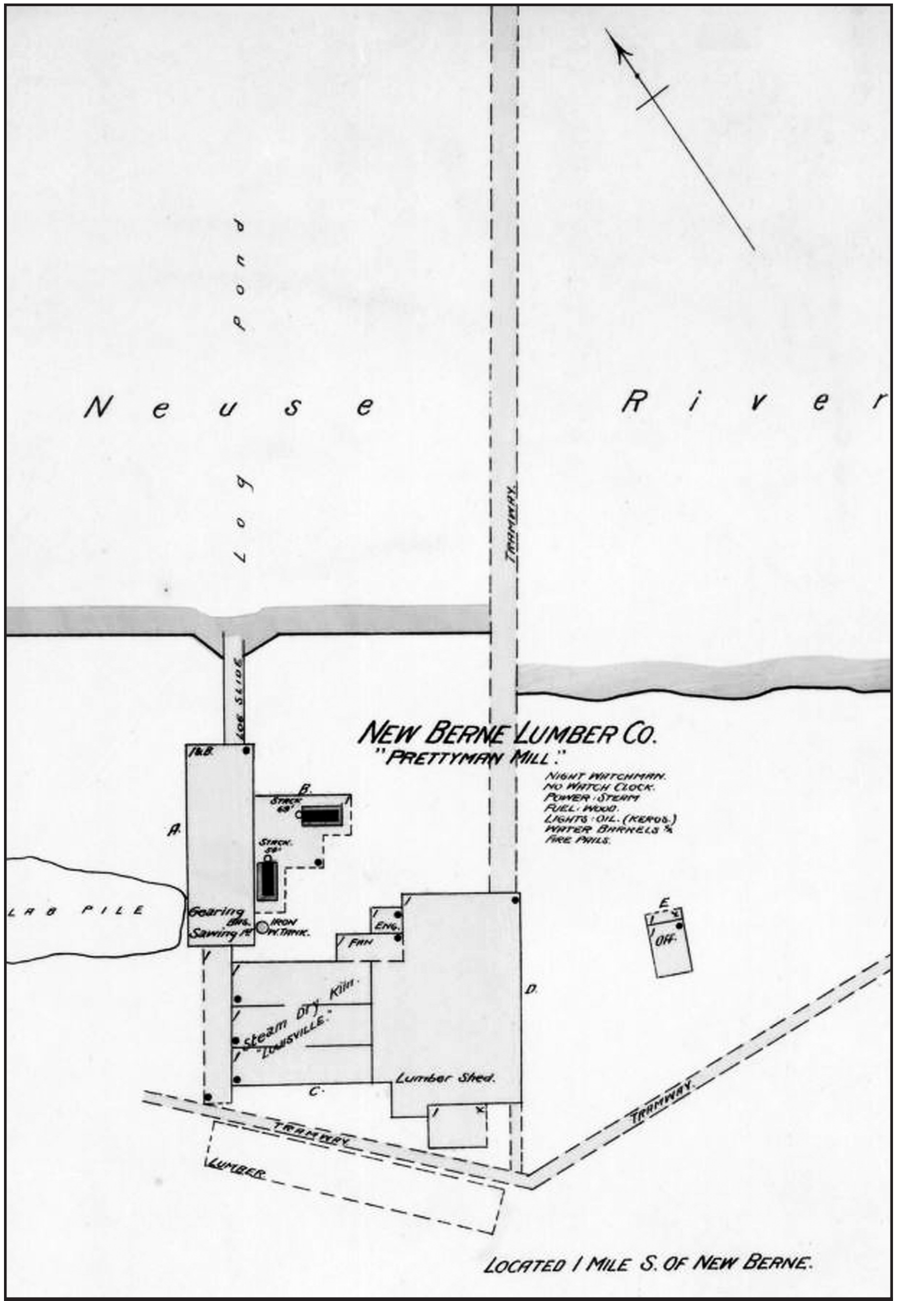
57-1908 Sanborn Map Neuse Lumber Company Mill successful New Bern hardware business. The Basnight lumber mill was on the Neuse River, immediately north of Scott Creek. It appears in Figure 58, which comes from the 1893 Sanborn Fire Insurance Company map of New Bern.

A tram railway associated with the New Bern Lumber Company was purchased from James L. Bland, who had constructed it previously to log timber in Bay Bush Swamp. The site of that Craven County property was south of Swift Creek. There, Bland's original purchase of land was in 1890 (Craven County Deed Book 135, pages 356 and 358).

In 1901, Basnight bought a right-of-way in this same general area (Craven County Deed Book 139, page 330) and timberland in Bay Bush Swamp. "Neuse Road," assumed to be present-day River Road, was mentioned in that document (Craven County Deed Book 139, page 458).

In 1902, Bland sold Basnight a 60-foot-wide right-of-way across an extensive group of properties bordering on the south side of Piney Neck Road (Craven County Deed Book 142, page 306). Next year, Basnight acquired Bland's tram road (erroneously described as "the Blount Tramroad") which headed north from a log dump on the Neuse River at Oak Point. It led to timberland formerly owned by the John L. Roper Lumber Company. That Roper property was bounded by "Cat Tail Swamp" and "Bear Hold Swamp" (Craven County Deed Book 147, pages 426 and 528).

Misfortune struck later in 1903. The November 8 issue of the *New Bernian* reported that, the day before, the Basnight mill in James City had burned. Basnight himself "suffered considerably from burns and wounds caused by fighting the fire." Basnight raised the capital


Neuse River
Log Pond
TRAMWAY.
LOG SLIDE
NEW BERNE LUMBER CO.
"PRETTYMAN MILL."
NIGHT WATCHMAN.
NO WATCH CLOCK.
POWER: STEAM
FUEL: WOOD.
LIGHTS: OIL. (KEROS.)
WATER BARRELS & FIRE PAILS.
1&B.
B.
STACK 68'
STACK 58'
A.
LAB PILE
Gearing Bins. Sawing 1st
IRON W. TANK.
ENG.
FAN
Steam Dry Kiln. "LOUISVILLE."
Lumber Shed.
C.
D.
E.
OFF.
TRAMWAY.
TRAMWAY.
LUMBER
LOCATED 1 MILE S. OF NEW BERNE.

58-1893 Sanborn Map New Bern Lumber Co. Mill needed to rebuild by bringing Herbert C. Turner of Malone, New York, into the company. In 1904, Basnight sold his individual property, which was being used by the business, to the New Bern Lumber Company for $11,000. Those included the newly rebuilt mill at James City, timber in Craven and Jones Counties, and “all tramroads owned by said J. S. Basnight, all locomotives, cars, trucks, rails, . . . (Craven County Deed Book 151, page 282).

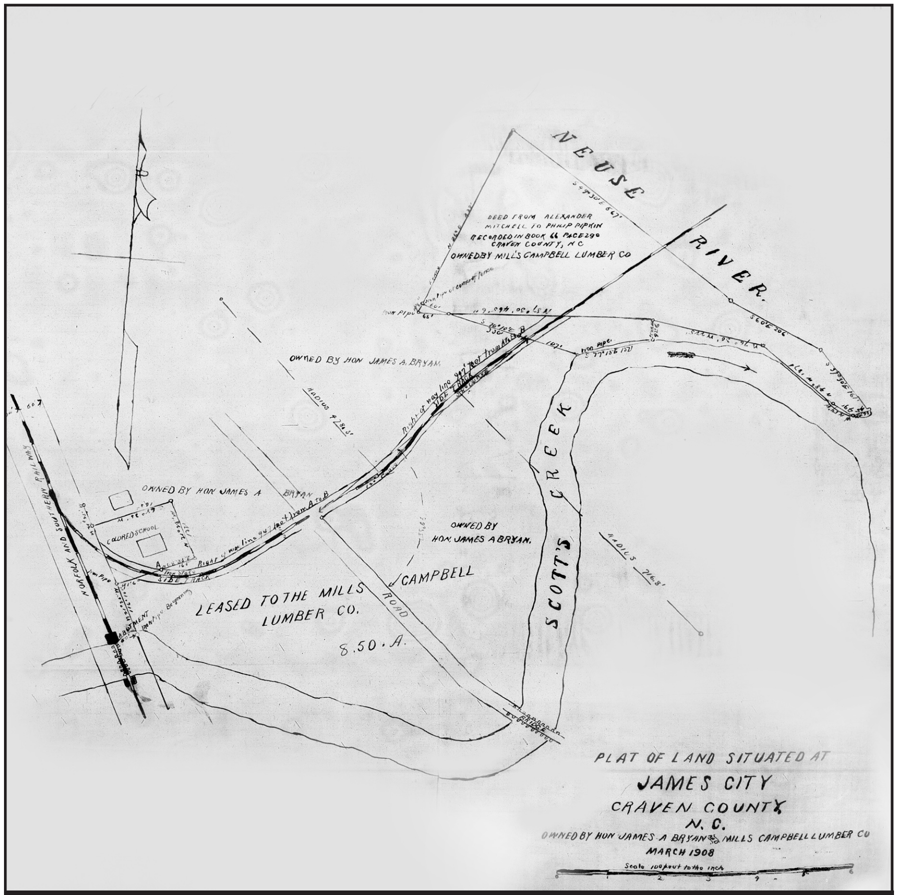
In 1905, Herbert C. Turner was vice-president of the New Bern Lumber Company. By 1908, he had become president. The 1907 edition of American Lumberman’s *Register of Sawmill Equipment* reported that the New Bern Lumber Company possessed a logging railroad which was seven miles long and used two locomotives. This line should not be confused with the Newberlin Lumber Company railroad which, as reported in the 1912 edition of *Register of Sawmill Equipment*, operated a five-mile railroad in Columbus County, North Carolina.

In 1908, the New Bern Lumber Company mill at James City was sold to the Mills-Campbell Lumber Company (Craven County Deed Book 170, page 398). Figure 59 shows the track plan at the mill as it appears on pages 46 and 47 of Craven County Deed Book 173.

* * *

In addition to his association with the Hines Brothers Lumber Company, the **Charles S. Riley Company** of Philadelphia, Pennsylvania managed its own small logging operation in Craven County. It included a railroad which, in 1902, had part of its right-of-way noted to be on the west side of “the Dry Mourners Road” (Craven County Deed Book 142, page 588). In the early 20th century, that road may have been what is known now, in 2026, as Dry Monia Road. That road may have been located south of the Atlantic & North Carolina Railroad. The Riley railroad was probably a short tramway used to log timber acquired from the Hines Lumber Company in 1901 (Craven County Deed Book 135, page 508). That grade, as it appeared in the 1900 *Soil Survey Map, New Bern Sheet* (see Figure 55) connected with the Atlantic & North Carolina Railroad just west of Tuscarora.

Riley’s Junction appears in the *Seventeenth Annual Report of the North Carolina Corporation Commission*


NEUSE
RIVER.
DEED FROM ALEXANDER MITCHELL TO PHILIP PIPKIN RECORDED IN BOOK 66 PAGE 290 CRAVEN COUNTY, N C
OWNED BY MILLS CAMPBELL LUMBER CO
OWNED BY HON JAMES A. BRYAN
RADIUS 428.5'
Right of way line 947 feet from A to B
SIDE TRACK
OWNED BY HON JAMES A BRYAN
COLORED SCHOOL
OWNED BY HON JAMES A BRYAN.
NORFOLK AND SOUTHERN RAILWAY
ABUTMENT
Iron Pipe Beginning
LEASED TO THE MILLS LUMBER CO.
8.50. A.
CAMPBELL
ROAD
SCOTT'S CREEK
RADIUS 716.8'
BRIDGE
PLAT OF LAND SITUATED AT
JAMES CITY
CRAVEN COUNTY
N. C.
OWNED BY HON JAMES A BRYAN AND MILLS CAMPBELL LUMBER CO
MARCH 1908
Scale 100 feet to the inch

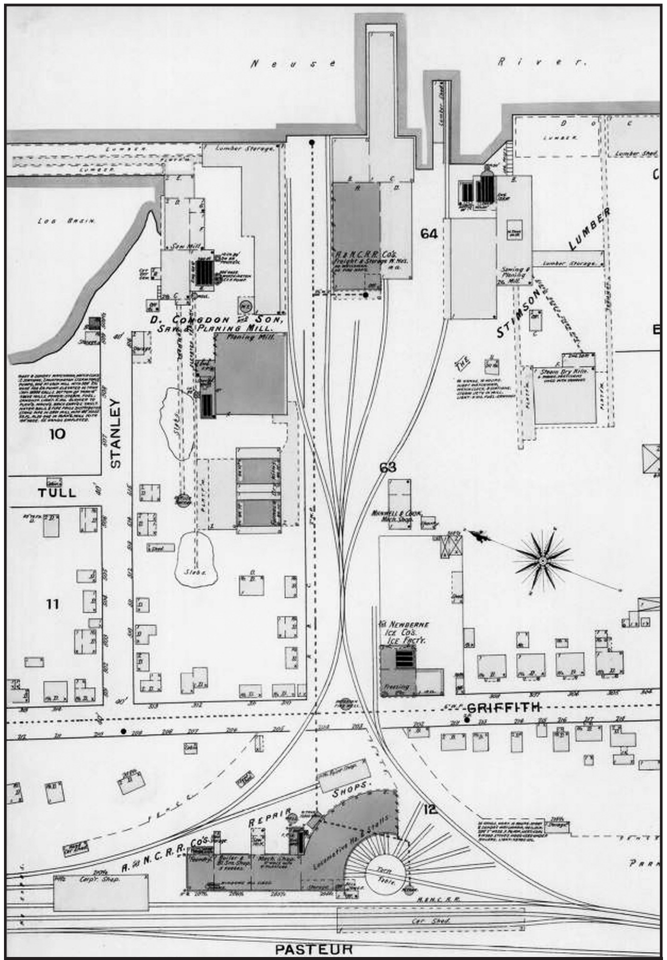
59-1908 Track at Former New Bern Lumber Co. Mill *for the Year Ending December 15, 1915*. That listing, at milepost 31, is found in Figure 1. It was approximately four miles west of Dover, in the northern part of Jones County. Although this may suggest that Charles S. Riley had another railroad that interchanged cars with the Norfolk Southern Railroad there, a record confirming that suspicion has not been found.

Daniel Stimson was born at Limerick, in York County, Maine. He was the founder of Craven County's **Stimson Lumber Company**. No relationship to Thomas D. Stimson, a prominent Muskegon, Michigan lumberman, has been discovered. Daniel Stimson died at New Bern on April 6, 1890. Subsequently, the September 25, 1890 New Bern *Daily Journal* reported that the Stimson Lumber Company mills at New Bern had been sold to three New England investors who planned to enlarge them.

The 1891 and 1893 editions of *Lumberman's Directory* record that the Stimson Lumber Company of New Bern had a four-mile logging railroad. The author could not determine exactly where this line existed. However, a series of Stimson purchases between 1888 and 1890 mention property on Morgan Swamp, along Swift Creek (especially the north side) and the north side of the Neuse River. Some of these specifically permitted the construction of a tram railway. They can be found in Craven County Deed Book 100: page 467; Book 101: pages 87, 205, and 207; and Book 102: page 53.

The company also obtained properties in a few other parts of the county, but deeds to those parcels do not mention a tram road. Two additional documents dated 1891 and 1892 were in the vicinity of Bachelor Creek and Deep Branch. They were probably bought too late for the Stimson Lumber Company's four-mile railroad to be in operation there by 1891 (Craven County Deed Book 106, page 168 and Book 109, page 194).

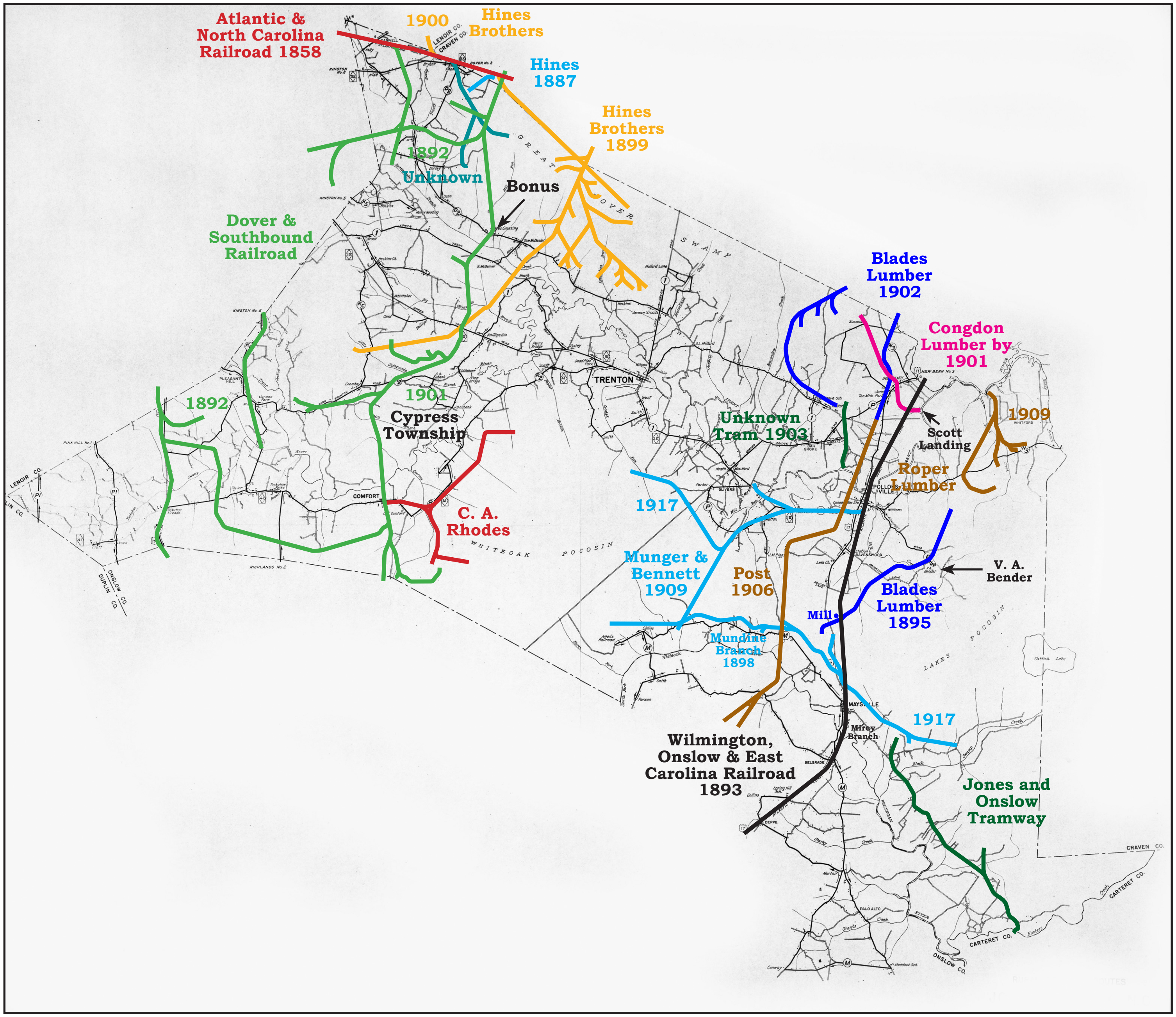
Figure 60 is part of the 1893 Sanborn Fire Insurance Company map of New Bern. The Stimson mill is visible on the Neuse River. By 1899, the Stimson Lumber Company was bankrupt. Much of its remaining timberland and timber rights were sold to the Blades Lumber Company and the Pine Lumber Company.



60-1893 Sanborn Map Stimson Mill

Chapter 2

Jones County


Atlantic & North Carolina Railroad 1858
1900
Hines Brothers
Hines 1887
Hines Brothers 1899
1892
Unknown
Bonus
Dover & Southbound Railroad
1892
1901
Cypress Township
C. A. Rhodes
TRENTON
COMFORT
Blades Lumber 1902
Congdon Lumber by 1901
Scott Landing
1909
Unknown Tram 1903
Roper Lumber
1917
Munger & Bennett 1909
Post 1906
V. A. Bender
Mill
Blades Lumber 1895
Mundine Branch 1898
MAYSVILLE
Mirey Branch
1917
Wilmington, Onslow & East Carolina Railroad 1893
Jones and Onslow Tramway
GREAT DOVER SWAMP
WHITE OAK POCOSIN
LENOIR CO.
CRAVEN CO.
ONSLOW CO.
DUPLIN CO.
CARTERET CO.

Jones County Railroads

Almost all the owners of logging railroads in Jones County were based in Craven County, where those operations are described. But wholly within Jones County, Charles A. Rhodes was the proprietor, at Comfort, of the **C. A. Rhodes Lumber Company**. Between 1902 and 1907, this business was noted to have a sawmill in the yearly editions of *The North Carolina Year Book and Business Directory*. A few years later, the 1912 edition of American Lumberman's *Register of Sawmill Equipment* reveals that the Rhodes mill was still in operation, with an associated two-mile logging railroad.

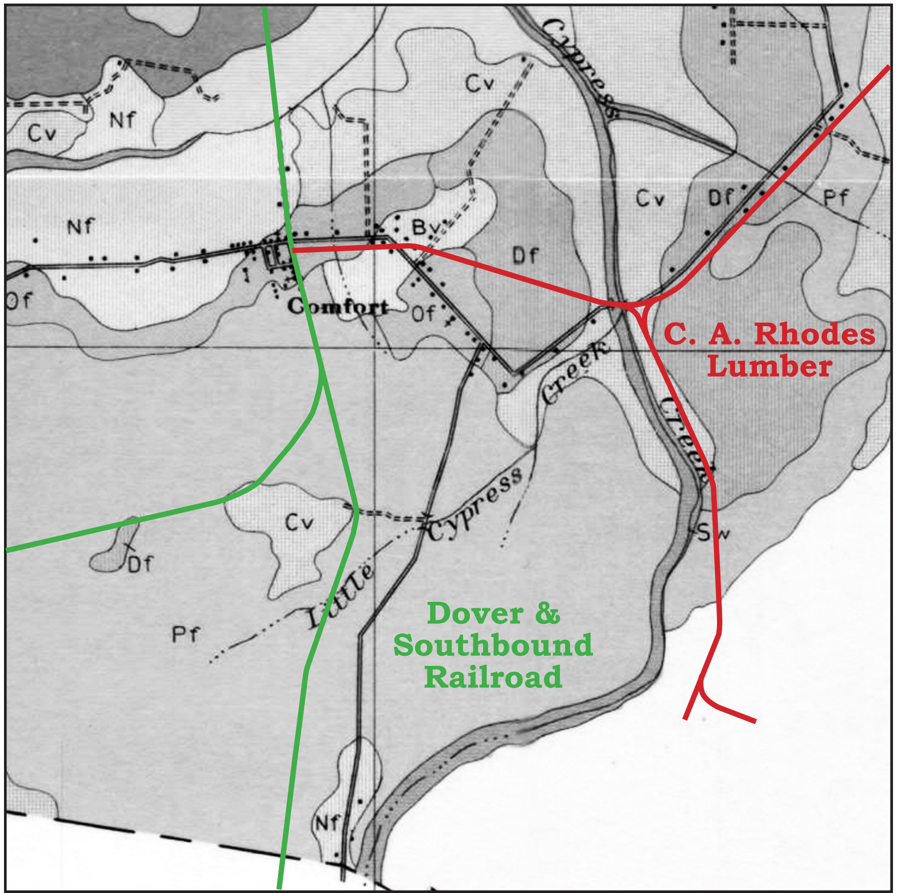
The mill was described in a 1909 deed of trust recorded on page 542 of Jones County Deed Book 54. It was on a seven-acre tract on the east side of the Dover & Southbound Railroad, immediately south of the main road through Comfort (which now is State Road 41).

As late as 1912, *The North Carolina Year Book and Business Directory* reported that C. A. Rhodes was also in the general merchandise business at Comfort. In addition, he operated a cotton gin at Comfort, which he sold in 1911 (Jones County Deed Book 58, page 139).

Deed records suggest that in 1908, the lumber company operated a tram road and then in 1911, a railroad using steel rails. The tram road is mentioned in conjunction with a 250-acre property sold by C. A. Rhodes in 1908. That parcel had bounds which included Cypress Creek and the bridge carrying the main road across that creek (Jones County Deed Book 55, page 55). The main road, in 1912, is now named Old Comfort Road.

Figure 1 displays the area around Comfort as it existed about a century ago. It is part of the 1934 *Soil Map Jones County North Carolina*. The company's steel railroad was built in 1911. That year, James M. Howard sold the timber on three tracts of land near Comfort to the Yellow Pine Lumber Company (Jones County Deed Book 58, page 499). One 200-acre tract was on the north side of the Trent River. The second parcel was of undisclosed size, and a third, 116-acre parcel was located on both sides of Little Cypress Creek.

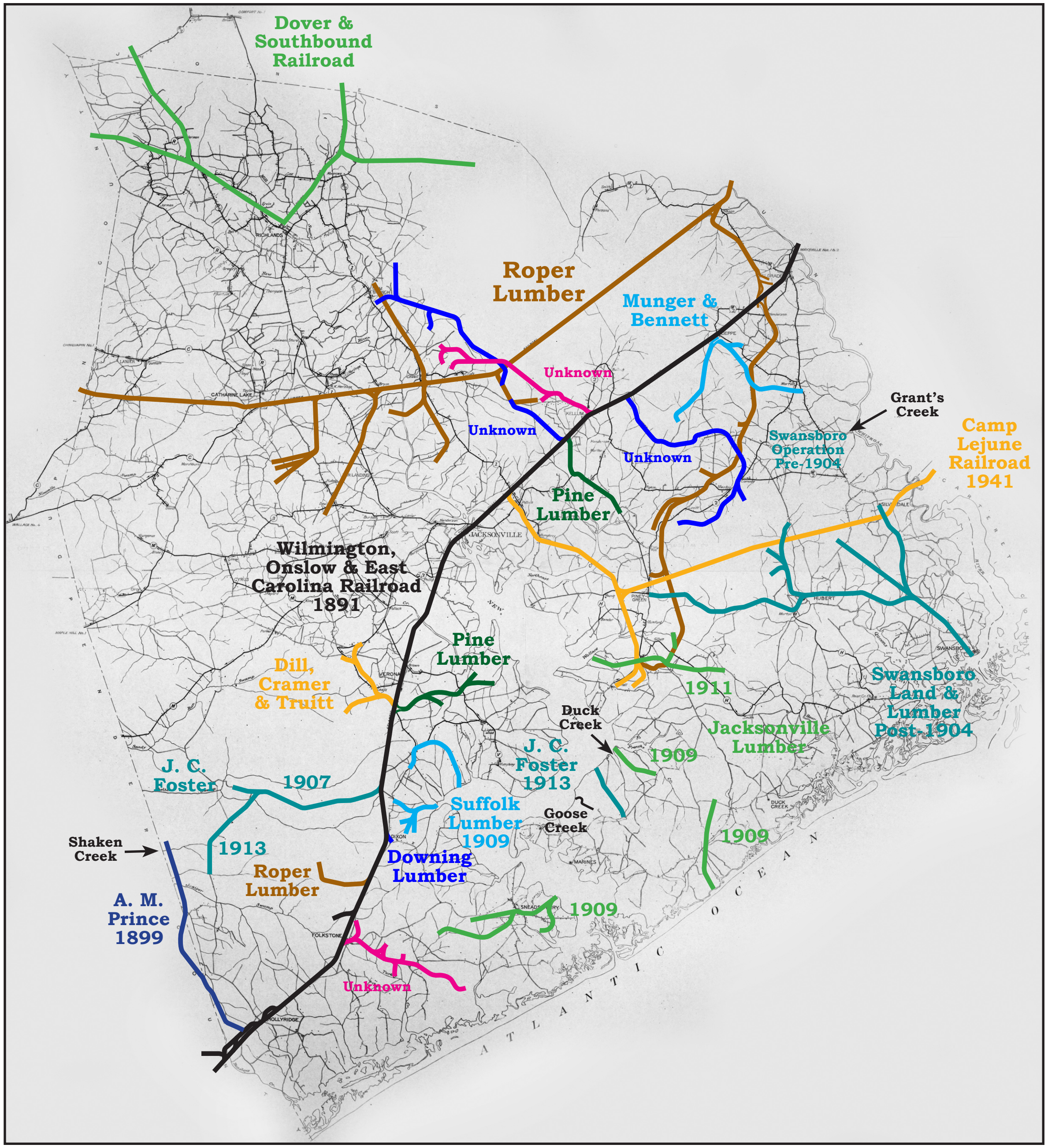
Significantly, in 1911, C. A. Rhodes signed an agreement with the Yellow Pine Lumber Company to harvest the Howard timber. The Yellow Pine Lumber Company supplied rails for the right-of-way used during the harvest, and Rhodes operated one locomotive and three log cars on that track. Lumber sawed at the Rhodes mill at Comfort was to be loaded on cars of the Dover & Southbound Railroad (Jones County Deed Book 59, page 301).



1-1934 *Soil Map Jones County North Carolina*

Chapter 3

Onslow County


Dover & Southbound Railroad
Roper Lumber
Munger & Bennett
Unknown
Grant's Creek
Camp Lejune Railroad 1941
Swansboro Operation Pre-1904
Unknown
Unknown
Pine Lumber
Wilmington, Onslow & East Carolina Railroad 1891
Pine Lumber
Dill, Cramer & Truitt
1911
Swansboro Land & Lumber Post-1904
Duck Creek
Jacksonville Lumber
J. C. Foster 1913
1909
J. C. Foster
1907
Suffolk Lumber 1909
Goose Creek
Shaken Creek
1913
1909
Roper Lumber
Downing Lumber
A. M. Prince 1899
1909
Unknown
ATLANTIC OCEAN

Onslow County Railroads

Jesse E. Foster of Norfolk, Virginia was the principal owner of the **J. E. Foster Lumber Company**. Headquarters for the firm's North Carolina operation was at Jacksonville. Foster began buying Onslow County timberland in 1906. In 1907, he obtained a right-of-way 60 feet wide for "tram road, logging road, or permanent railroad" over land adjoining Jesse Lukens and A. J. Moore. On the west, this property bordered the Pender County line (Onslow County Deed Book 93, page 547). In 1908 Foster purchased an additional 78,115 acres of timberland which also was located on the border with Pender County. In that year, this property, in the region of Holley Shelter and Shaking Creek, was part of New Hanover County (Onslow County Deed Book 99, page 4). The author surmises that the right-of-way obtained in 1907 followed, in general, the course of modern-day county road 1103 (formerly known as Moores Ridge Road). Its eastern terminal was on the Atlantic Coast Line Railroad.

The J. E. Foster Lumber Company appeared in the 1912 edition of American Lumberman's *Register of Sawmill Equipment* with a four-mile logging railroad. That right-of-way was likely the one obtained in 1907.

On May 1, 1913, Foster purchased more timber in the area already accessed by his railroad. Rights were obtained on "the Prince lands" in Onslow County, bordering on Pender County. The sellers were John T. and Henry C. Riley, representing Charles S. Riley & Company of Philadelphia, Pennsylvania (Onslow County Deed Book 118, page 192). The sale price was $22,5000. Foster also acquired several other tracts of timberland and timber rights in 1913.

Bounds mentioned in association with "the Prince lands" were "Big Shaking Creek," "Little Shaking Pond," "Great Shaking Swamp," "the fork of Little Shaking and Big Shaking," "Grassy Branch," "Grassy Swamp," "Red's Branch," "Shelter Swamp," "Big Cypress Creek," "Big Cypress Swamp," "Piney Island Bay," "Piney Branch," "Bushy Branch," "the Slue Ponds (elsewhere called the Slough Ponds)," "Holly Shelter Creek," "Buck Pasture," "Island Branch," "Hog Pond," and "Cat Tail." The purchase totaled 3,420 acres.

The 1915 version of *Register of Sawmill Equipment* listed six miles of 36-inch gauge track operated by the J. C. Foster Lumber Company, an increase from the four miles reported in 1912. The two additional miles were located on the east side of New River. A right-of-way in that area was bought in 1913 (Onslow County Deed Book 116, page 34). It was used to access timber owned by Jesse Lukens, a resident of Philadelphia, Pennsylvania (Onslow County Deed Book 115, page 411 and Book 116, page 23). Bounds mentioned in those documents are Goose Creek and Duck Creek.

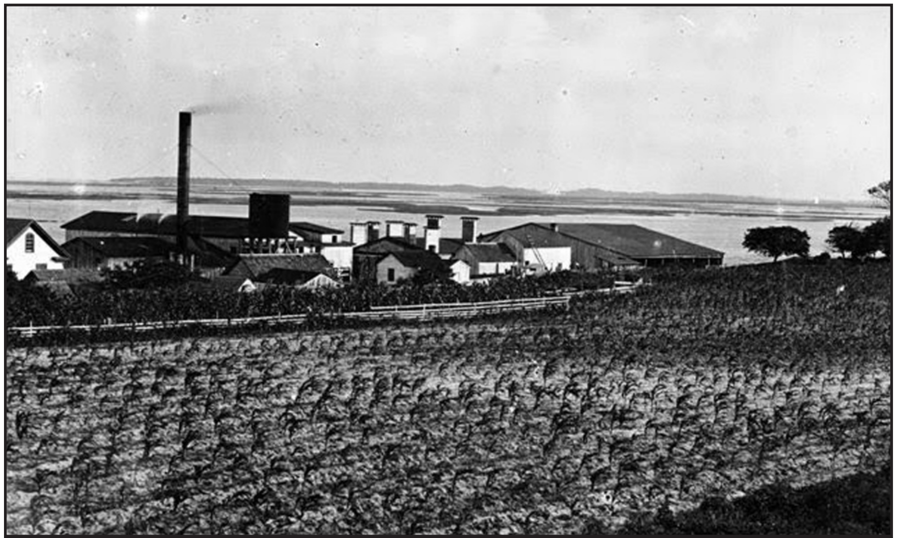
The mill and railroad operated by the J. C. Foster Lumber Company was described in a 1914 document recorded on page 385 of Onslow County Deed Book 117. All of those assets were located on property purchased from the Jesse Lukens' estate. Included were the "saw mill plant . . . situated on New River in Onslow County, N. C. and adjacent to the town of Jacksonville . . . also one Surrey Parker No. 2 Skidder, one logging locomotive engine made by Surrey Parker, three logging cars made by Surrey Parker, ten (10) logging cars made by the Kilby Locomotive Co., . . . five Butler logging wagons, six miles of thirty (30) iron rail, . . ."

The last Onslow County purchase of timberland by J. C. Foster was during 1919. That property was on Duck Creek (Onslow County Deed Book 132, page 305).

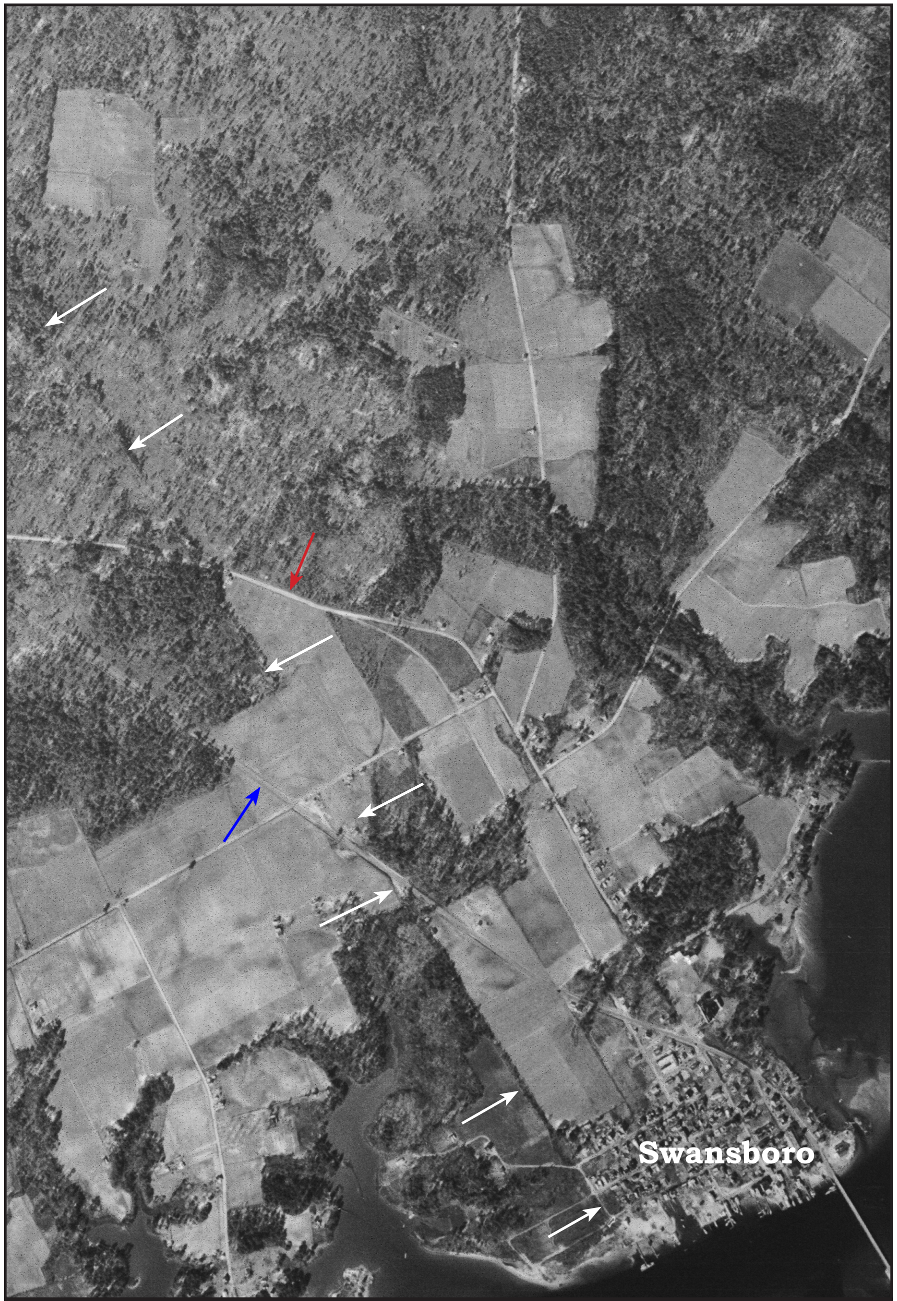
The **Swansboro Lumber Company** was a corporation owned by Harris, McHenry & Baker of Elmira, New York. In 1904, the lumber company was purchased by William Lincoln Groom, who reincorporated it as the **Swansboro Land and Lumber Company** (Onslow County Deed Book 82, page 434). The Swansboro Lumber Company's existing logging railroad was included in that sale. The new owner received "four miles of rails with fastenings now on the main road running along Grant's Creek from White Oak River, . . ." Apparently, logs hauled over this right-of-way were dumped into White Oak River and floated to Swansboro.

Figure 1 appears in the website *Swansboro, North Carolina History* at <https://swansborohistory.blogspot.com/2010/09/swansboro-land-and-lumber-circa-1900_20.html>. The image is said to be a photograph of the Swansboro Land and Lumber Company mill. The website explains that this image was made "circa 1900." However, in 1900, the company doing business at that location was still known as the Swansboro Lumber Company.

This website implies that a high trestle was used by the Swansboro Land and Lumber Company railroad and a photograph of that purported trestle appears on that site. Supposedly, the trestle was located at "Cedar Creek." However, the Cedar Creek trestle pictured by the website



1-Circa 1900 Photograph of Swansboro Mill



2-1942 Aerial Photograph at Swansboro

was actually part of the Raleigh & Gaston Railroad, which crossed Cedar Creek in Franklin County.

After Groom acquired the company, a new logging railroad was constructed with its terminal at Swansboro. Figure 2 comes from a 1942 aerial photograph at Swansboro. By then, the logging line had been abandoned but its right-of-way was still visible. It is identified with white arrows. Modern-day Main Street Extension is indicated by a red arrow, while a blue arrow shows the location of West Corbett Avenue. The railroad grade crossed West Corbett Avenue at the place where, in 2026, that avenue intersects with West Shore Drive.

American Lumberman's 1907 edition of *Register of sawmill Equipment* reported that the Swansboro Land and Lumber Company operated a seven-mile standard-gauge railroad, with an additional fifteen miles under construction. Track was constructed with 45-pound rail and rolling stock consisted of two locomotives and 15 cars. The 1912 edition of the same publication showed twelve miles of railroad in operation.

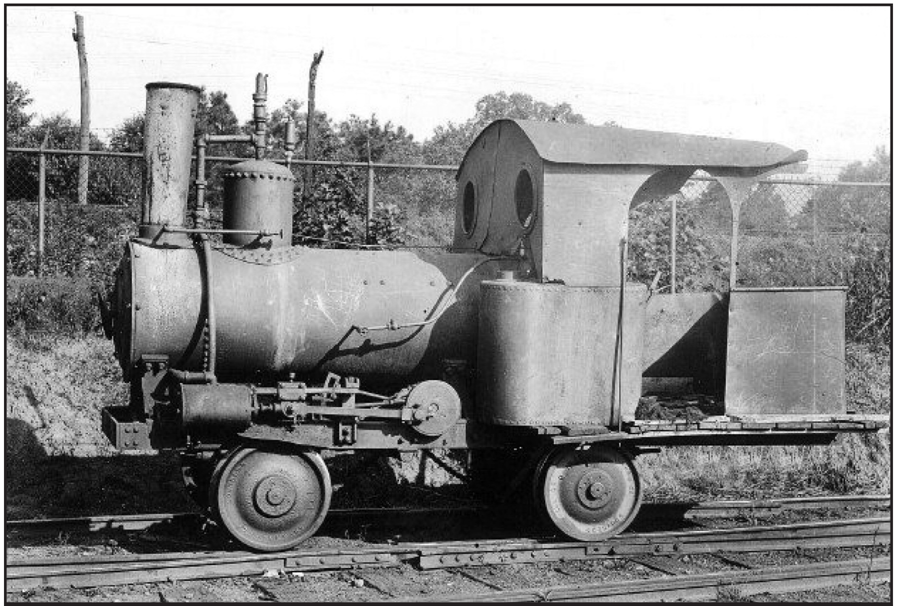
Swansboro, North Carolina History mentions that branches of the Swansboro Land and Lumber Company railroad eventually reached as far as Piney Woods and Silverdale. The company stopped operating about 1918.

The March 3, 1909 issue of *The Evening Times* of Raleigh reported that the **Jacksonville Lumber Company** had been incorporated by Frank E. Wilson (the president, who resided at Pittsburgh, Pennsylvania), Alex Wilson, and H. W. Ambrose.

On March 30, 1909, "Frank E. Willson" sold to the Jacksonville Lumber Company (from his personal portfolio) an entire sawmill plant, one steam tugboat, all rafting gear, lumber buggies, and dry kiln trucks. The sale price was $81,000 (Onslow County Deed Book 162, page 162). Willson had just purchased those assets from the New River Lumber Company on February 11, 1909 (Onslow County Deed Book 102, page 1). Using available resources, an exact site for the sawmill could not be determined by the author. It may have been located on Wilson Bay, immediately south of Jacksonville.

In an agreement dated May 7, 1909, the Jacksonville Lumber Company purchased rolling stock to be used on its projected logging line. The seller was the Surrey Parker Company of Pinetown, North Carolina. The transaction included six Surry Parker log cars and one locomotive manufactured by Dewey Brothers of Goldsboro (Onslow County Deed Book 101, page 563). Figure 3 is a representative image of such a Dewey Brothers engine.

The Jacksonville Lumber Company obtained logs from numerous areas, most of which were on or near New River. Timber on most of these properties came with



3-A Dewey Brothers Locomotive

right-of-way access. Tram roads were probably used on most of these parcels. The 1912 edition of American Lumberman's *Register of Sawmill Equipment* listed 2.5 miles of railroad in operation by the Jacksonville Lumber Company. The 1915 version of the same publication reported four miles of three-foot gauge track in use. Both reports may represent total mileage from more than one location.

The author concluded that the most likely location for most, if not all of the railroad operated by the Jacksonville Lumber Company was in the region of the Sneads Ferry community. This is on the west side of New River near Hall's Point. The first timber purchased by the company was there and was obtained from U. G. Canady on March 18, 1909. Hall's Point was the likely location for the company's log dump (Onslow County Deed Book 102, page 125). Canady Road, near Hall's Point, is a modern memorial to the Canady name. The 1909 deed also mentions Bill's Marsh Gut where that waterway empties into New River, Hall's Point Road, Brice's or Breece's Branch (which empties into New River), and a road leading from Moore's landing (modern-day Moore Landing Road). A right-of-way across all of this property was granted for ten years, with permission to construct tracks, buildings, and fixtures. The property could also be used for rafting timber.

The grade built from Hall's Point probably was extended as far as the area near modern-day Jim Grant Avenue, where property owned by J. B. Grant was mentioned in another 1909 timber deed (Onslow County Deed Book 102, page 541). Another right-of-way reached as far southwest as the area of modern-day Clay Hill Road (Onslow County Deed Book 102, page 578). One more branch reached timber along Swan Point Road (Onslow County Deed Book 117, page 111).

On the east side of New River, a 940-acre property is mentioned in a 1906 deed from John Ireland to the New River Lumber Company (Onslow County Deed Book 90, page 129). In 1909, this parcel was in the portfolio of assets sold by Wilson to the Jacksonville Lumber Company (Onslow County Deed Book 102, page 1). That document contained the description of a right-of-way 30 feet wide over the property. Bounds mentioned were: "Beginning at the mouth of Duck Creek," "the Public Road," "to French's Creek, thence with said creek to New River, thence with said river to beginning."

The Jacksonville Lumber Company bought timber rights and rights-of-way on several other properties in 1909. One deed included property bordering on Brown Sound, the south side of Mirey Branch, and on Goose Pond and Caesar's Pond (Onslow County Deed Book 102, page 382). Another document described property "beginning at the mouth of Gillett's Creek and runs eastwardly along the channel of Brown Sound . . . then North 38 ¼ degree West 173 poles to Mirey Branch . . . on Goose Pond; . . ." (Onslow County Deed Book 102, page 389).

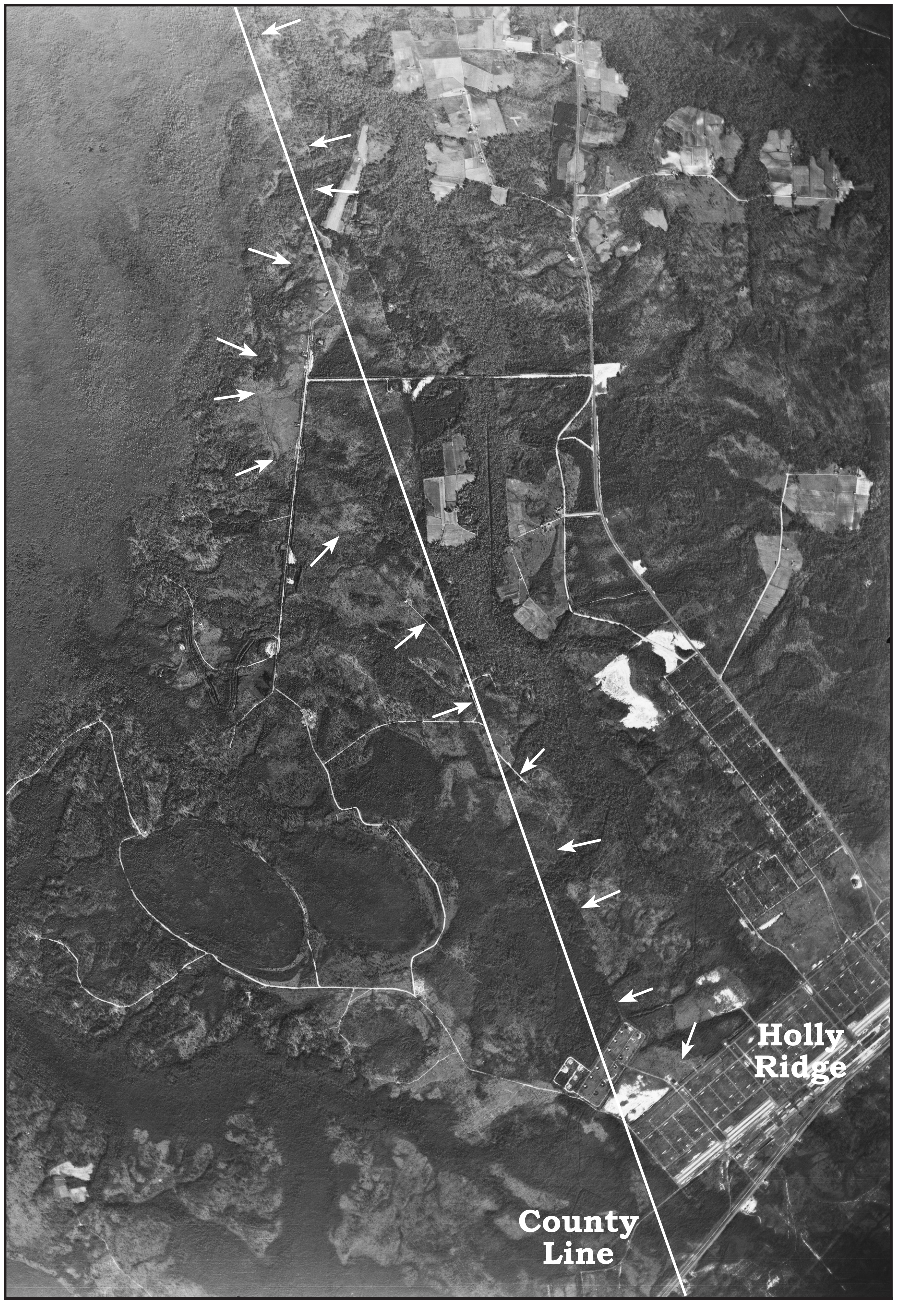
In 1911, the Jacksonville Lumber Company received timber rights and a right-of-way in the area of Wallace Creek and Hadnot Point Road (Onslow County Deed Book 111, page 302). The last timber purchase of the lumber company was recorded in May 1947.

William H. Britton was president of the Manchester Lumber Company, which was based in Fayetteville, North Carolina. The September 3, 1897 edition of the *Fayetteville Observer* reported that A. M. Prince was the company's treasurer. In 1898, Prince personally bought timberland north of Holly Ridge, in the vicinity of Shaking Creek and Flat Swamp (Onslow County Deed Book 65, page 182). Albert M. Prince formed his own business, **A. M. Prince & Company**, at Holly Ridge. On August 1, 1899 Prince bought the entire Holly Ridge operation previously owned by the Manchester Lumber Company (Onslow County Deed Book 67, page 499). The sale included ten additional tracts of land plus a Lane sawmill (produced by the Lane Manufacturing Company of Montpelier, Vermont). Other assets included were a standard-gauge Shay locomotive (Shop #460) and associated cars, various livestock, and log wagons.

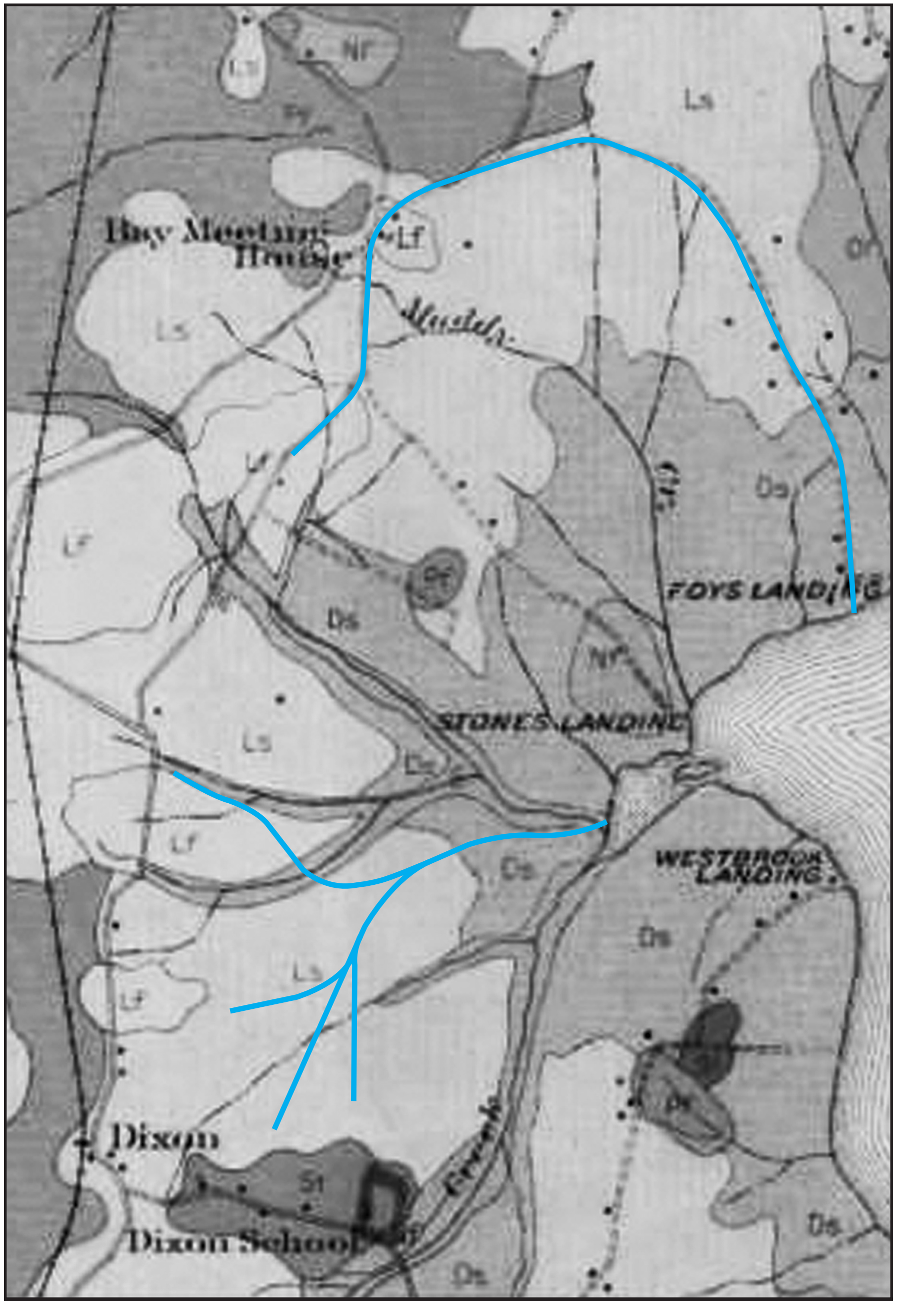
Figure 4 comes from a 1958 aerial photograph of Holly Ridge and the area to the north. White arrows show the abandoned right-of-way of the A. M. Prince logging railroad.

A November 9, 1899 purchase by Prince indicates that he controlled timberland as far north as Shelter Creek (Onslow County Deed Book 70, page 344). In 1910, property was obtained on the north side of Shelter Swamp (Onslow County Deed Book 71, page 576). From the Phoenix Real Estate Company, 23 different parcels of land were obtained in December 1905 (Onslow County Deed Book 87, page 426). Prince recorded his last Onslow County timber deed in 1910. It was the only deed that mentioned a tram road. The property described was bounded by "Big Shaking" and "Flat Swamp" (Onslow County Deed Book 105, page 413). The 1910 census located Albert M. Prince in Wilmington Township of New Hanover County, where his occupation was that of "lumber inspector."

James S. Wiggins first purchased timberland in Onslow County in December 1905 (Onslow County deed Book 81, page 245). The December 30, 1908 issue of the Greensboro *Daily Industrial News* reported that the **Suffolk Lumber Company**, with headquarters in Suffolk, Virginia, had been incorporated by J. M. Wiggins and others. The lumber company bought a Jacksonville sawmill (formerly owned by the Colross Lumber Company) from Wiggins' personal portfolio of assets on January 4, 1909 (Onslow County Deed Book 101, page 588). The mill was located on the west side of New River, immediately south of the Atlantic Coast Line Railroad bridge.



4-1958 Aerial Photograph at Holly Ridge


Ls
Nf
Bay Meeting House
Lf
Muddy
Ds
FOYS LANDING
STONES LANDING
WESTBROOK LANDING
Dixon
St
Dixon School
Creek

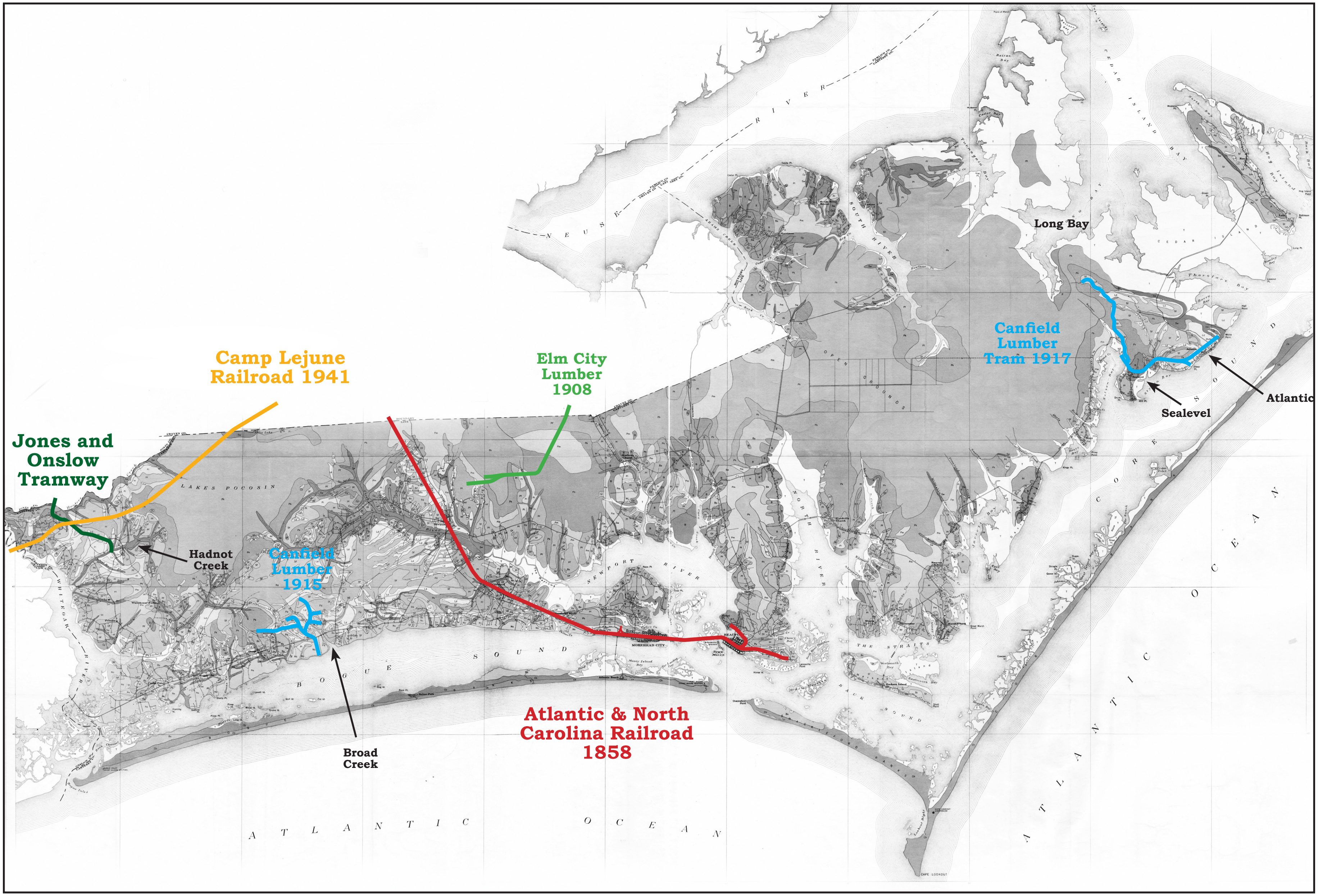
5-Suffolk Lumber Company Grades

American Lumberman's 1912 *Register of Sawmill Equipment* reports that the Suffolk Lumber Company used a three-mile logging railroad. The general area where that line was operated can be gleaned from several deeds. In 1906, Wiggins obtained property on the east side of Mill Swamp (Onslow County Deed Book 81, page 256). The Suffolk Lumber Company acquired timberland bordering the place where the road from Snead's Ferry to Dixon crossed Stone's Creek. (Onslow County Deed Book 101, page 588, referring to Deed Book 83, page 407). Other deeds mention Meeting House Branch and Muddy Creek as boundaries (Onslow County Deed Book 87, pages 460 and 485). Figure 5 provides a close-up view of the Suffolk Lumber Company grades.

The November 21, 1912 issue of *The New Bernian* noted that the Suffolk Lumber Company was insolvent and that a group of creditors requested that a receiver be appointed.

Chapter 4

Carteret County


Camp Lejune
Railroad 1941
Elm City
Lumber
1908
Canfield
Lumber
Tram 1917
Long Bay
Atlantic
Sealevel
Jones and
Onslow
Tramway
Hadnot
Creek
Canfield
Lumber
1915
Broad
Creek
Atlantic & North
Carolina Railroad
1858
NEUSE RIVER
LAKES POCOSIN
NEWPORT RIVER
NORTH RIVER
SOUTH RIVER
OPEN GROUNDS
CEDAR ISLAND BAY
CORE SOUND
BOGUE SOUND
THE STRAITS
BACK SOUND
MOREHEAD CITY
WHITE OAK RIVER
ATLANTIC OCEAN
ATLANTIC OCEAN
CAPE LOOKOUT

Carteret County Railroads

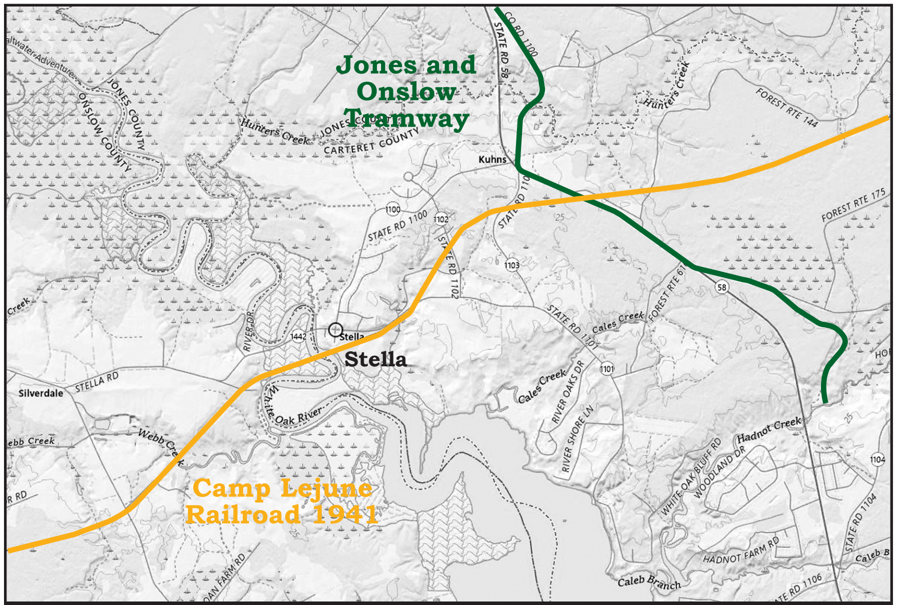
Figure 1 maps the course of the **Jones and Onslow Tramway** in Carteret County, where it terminated near Stella at a log dump on Hadnot Creek.

The **Canfield Lumber Company** was another business controlled by G. D. Canfield, who resided in Beaufort County. He was also associated with the Bayboro Land and Lumber Company of Pamlico County. He and his brother, James N. Canfield, were born in Susquehanna County, Pennsylvania. James N. Canfield managed the Canfield Lumber Company operation at Morehead City. There, the company's mill first appeared in the 1910 edition of *The North Carolina Year Book and Business Directory*. However, in 1908 and 1909, the format of that publication did not include the possibility of listing an individual business.

In 1911, the Canfield Lumber Company's Morehead City mill was located on Bogue Sound at Shepard Street, between 21st and 22nd Streets (Carteret County Deed Book 11, page 459). Permission to construct "a permanent railroad" was mentioned in a 1914 timber deed recorded on page 523 of Carteret County Deed Book 16. The property in that document was further described by earlier deeds recorded in Deed Book NN, page 243 and Deed Book UU, page 547. Bounds used in those earlier transactions included Sandy Branch and Hannah Branch, both of which are tributaries to the West Prong of Broad Creek.

American Lumberman's 1915 *Register of Sawmill Equipment* reports that the Canfield Lumber Company of Morehead City operated a 43-inch-gauge logging railroad which was three miles in length. The line may or may not have been extended substantially in 1916 with the acquisition of a 12-acre tract of timberland which was located on the south side of Hadnot Creek (Carteret County Deed Book 22, page 322).

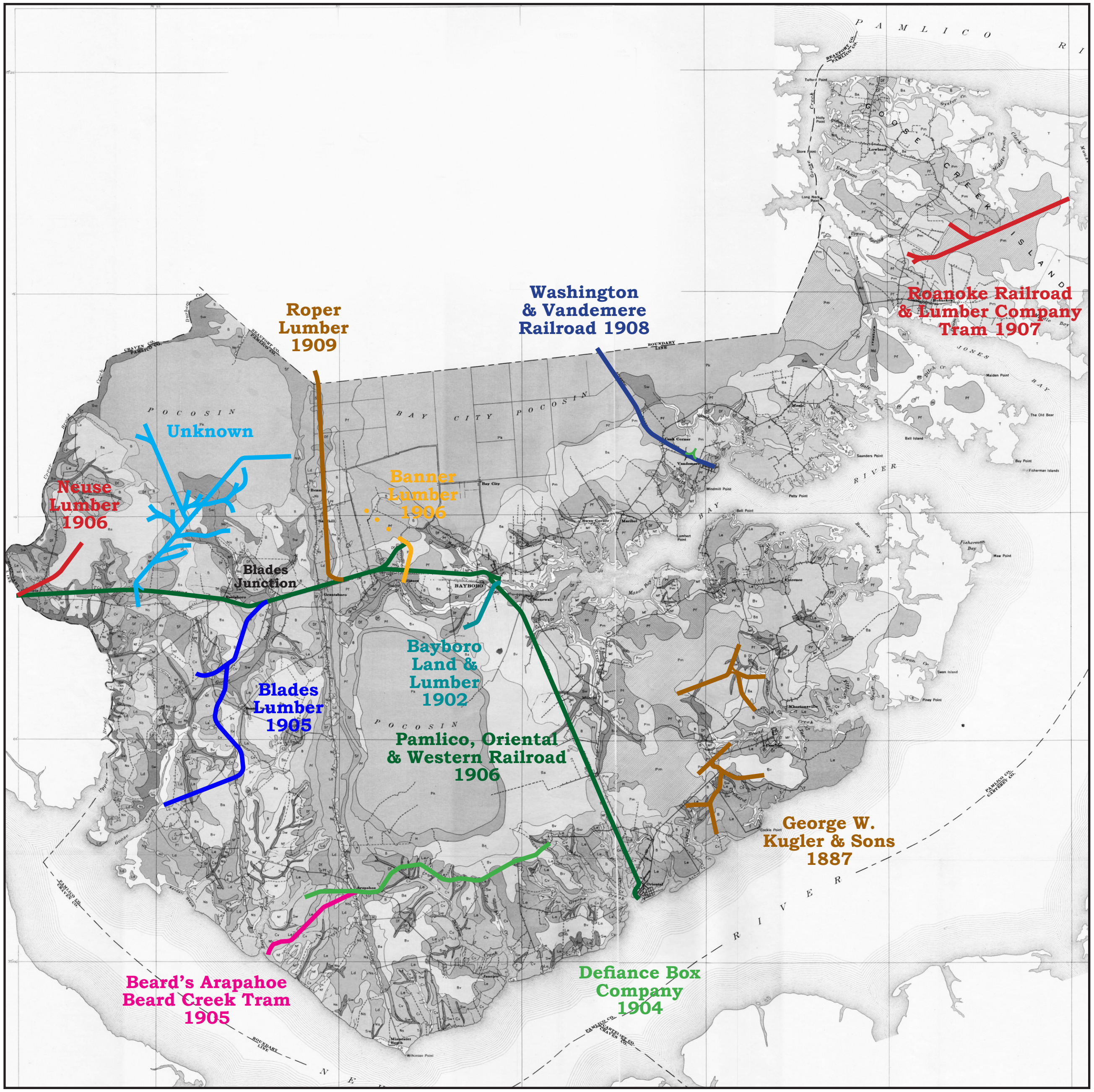
Bounds mentioned in another 1917 timber deed included the head of Goulding's Creek (now Golden Creek) and the head of Long Bay. A tram road was permitted on that property, which, that year, was in Hunting Quarter Township. The area is now represented by the communities of Sealevel and Atlantic (Carteret County Deed Book 26, page 412).


Jones and Onslow Tramway
Camp Lejune Railroad 1941
Stella
Silverdale
STELLA RD
JONES COUNTY
ONSLOW COUNTY
CARTERET COUNTY
Hunters Creek
Kuhns
White Oak River
Webb Creek
Cales Creek
Hadnot Creek
Caleb Branch
STATE RD 58
FOREST RTE 144
FOREST RTE 175
HADNOT FARM RD

1-Jones & Onslow Tramway in Carteret County

Chapter 5

Pamlico County


Washington & Vandemere Railroad 1908
Roanoke Railroad & Lumber Company Tram 1907
Roper Lumber 1909
Unknown
Neuse Lumber 1906
Banner Lumber 1906
Blades Junction
Bayboro Land & Lumber 1902
Blades Lumber 1905
Pamlico, Oriental & Western Railroad 1906
George W. Kugler & Sons 1887
Beard's Arapahoe Beard Creek Tram 1905
Defiance Box Company 1904
POCOSIN
BAY CITY POCOSIN
POCOSIN
PAMLICO RIVER
BAY RIVER
NEUSE
RIVER
GOOSE CREEK ISLAND
JONES BAY
BAYBORO

Pamlico County Railroads

Construction of the primary common carrier railroad in Pamlico County began in 1906 under the name of **Pamlico, Oriental & Western Railroad**. Later that year, on November 24, 1906 it was sold to the **Virginia & Carolina Coast Railroad**. At that time, the portion of the railroad already in operation started at New Bern, passed through Bayboro, and terminated at Oriental. Also transferred in the sale was a "projected branch line from said Bayboro northeast to Vandemere, thence to Goose Creek Island, . . ." (Pamlico County Deed Book 47, page 333).

The very next day, November 25, 1906, the Virginia & Carolina Railroad was sold to the **Atlantic & North Carolina Railroad** (Pamlico County Deed Book 47, page 329). After one more day, on November 26, 1906, the entire Atlantic & North Carolina Railroad (including the Pamlico, Oriental & Western Railroad) was sold to the **Norfolk & Southern Railroad** (Pamlico County Deed Book 47, page 345).

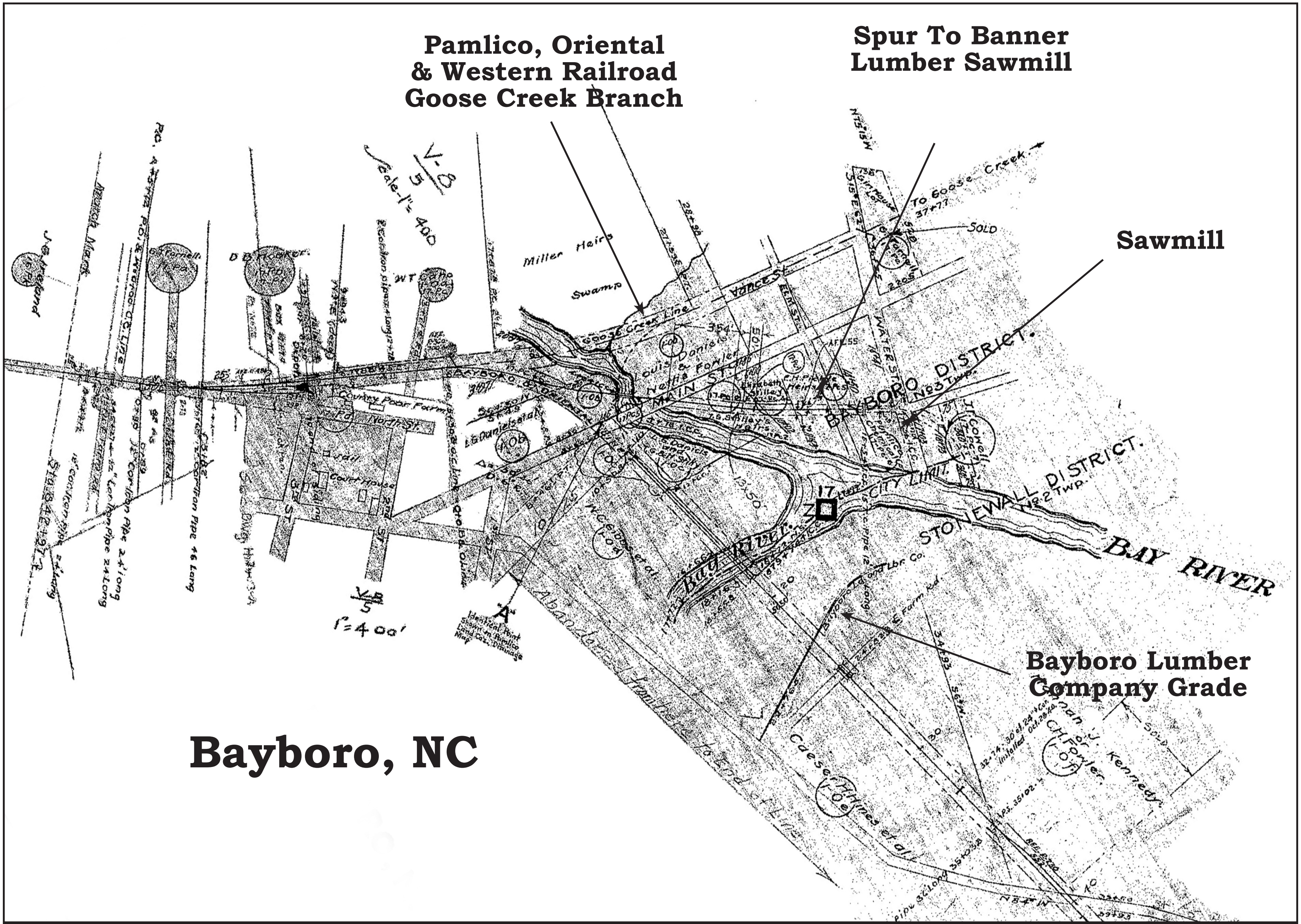
There is no evidence that the Goose Creek Island Branch was ever railed or operated although reportedly, it was graded. On the east side of Bayboro, the surveyed right-of-way of that branch followed Vance Street toward the northeast and is visible in Figure 1, which is part of the 1914 Norfolk Southern Railroad Valuation map of Valuation Section 8, Sheet 5. Interest in completing the Goose Creek Island Branch probably disappeared after the Washington & Vandemere Railroad began operating as far east as Vandemere in 1908.

C. H. Nixon of Marietta, Ohio incorporated the **Bayboro Land & Lumber Company** in North Carolina in 1902. That same year, from his personal holdings, Nixon sold a large portfolio of real and movable property worth $12,000 to the Bayboro Land and Lumber Company. Included in the sale was a mill on the north side of Bay River, immediately east of Bayboro (Pamlico County Deed Book 35, page 23-see also page 29 of Book 35 for the mill's location). An article in the January 30, 1904 edition of Raleigh's *The News & Observer* named C. H. Nixon as president and C. R. Richardson as secretary of the Bayboro Land and Lumber Company.

On the south side of Bay River, across from the mill, the company built a logging railroad stretching to the southwest from a log dump located on a 110-acre property purchased in 1902 (Pamlico County Deed Book 34, page 287). The company filed several right-of-way deeds. One, from 1902, mentions Neal Creek and the south side of Bay River as two of its bounds (Pamlico County Deed Book 34, page 387). During the company's first few years of operation, finished lumber was shipped from the mill by water. Figure 1 shows the location of the company's former sawmill which, in 1914, was occupied by the Pamlico Chemical Company. The company's logging railroad grade is also visible.

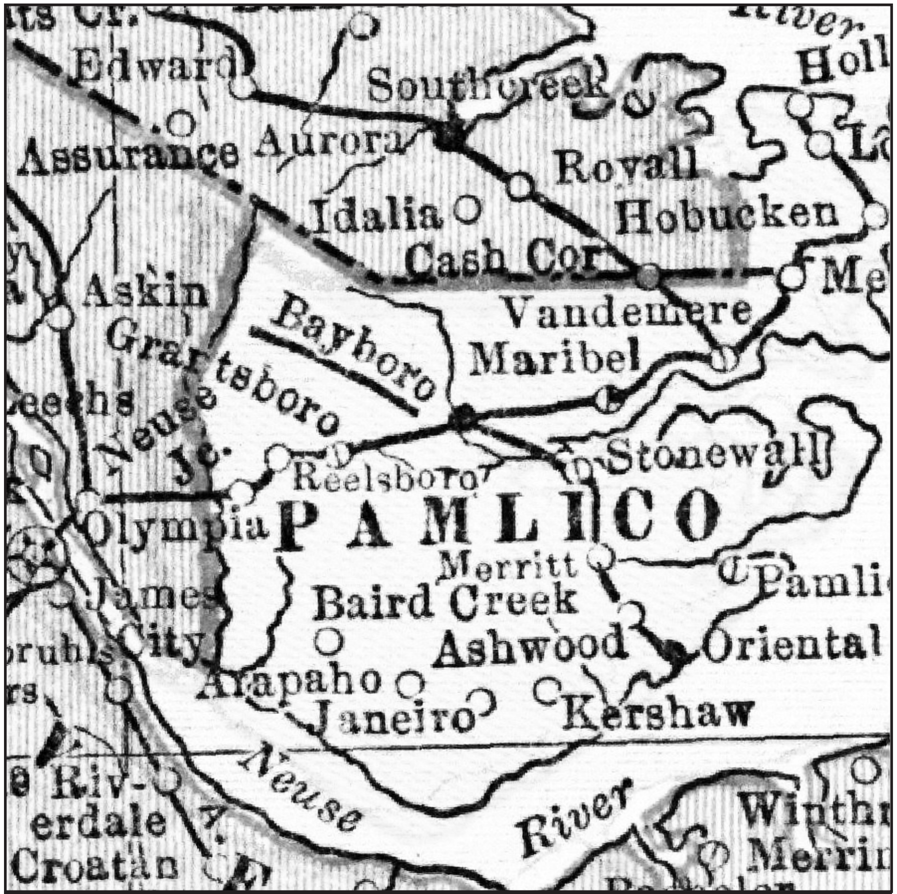
By means of a deed signed September 15, 1905, the Bayboro Land and Lumber Company was leased to George T. Leach and Gordon D. Canfield, both of whom resided at Washington, in Beaufort County (Pamlico County Deed Book 41, page 315). Included in the lease was the sawmill at Bayboro; timberland and timber rights on a lengthy list of properties (14,300 acres) north of Bay River and situated in both Pamlico and Beaufort Counties; approximately 3,000 acres of timberland southwest of Bayboro; a four-mile logging railroad; one locomotive and all log cars. The Bayboro Land and Lumber Company was obligated to secure rights-of-way over all of the timberland situated north of Bay River.

The 1907 edition of *The North Carolina Year Book and Business Directory* reveals that Gordon D. Canfield managed the Bayboro Land & Lumber Company, and that the enterprise was leased to the **Banner Lumber Company**. It can be inferred that Leach and Canfield had formed the Banner Lumber Company, but the author could find no formal record of that company's creation.


Pamlico, Oriental & Western Railroad Goose Creek Branch
Spur To Banner Lumber Sawmill
Sawmill
Bayboro Lumber Company Grade
Bayboro, NC
V-8 / 5
Scale-1"= 400
Miller Heirs
Swamp
Goose Creek Line
Vance St.
Main St.
North St.
County Poor Farm
Court House
Water St.
Bayboro District. No 3 Twp.
Stonewall District. No 2 Twp.
City Limit
Bay River
To Goose Creek
Sold
Caeser Hines et al
C.H. Fowler
V-8 / 5
1"=400'
"A"

1-1914 Bayboro, North Carolina on Norfolk Southern Railroad Valuation Map of Section 8, Sheet 5

Canfield was also noted to be associated with a sawmill at Reelsboro, as well as the Canfield Lumber Company of Morehead City. By the time the 1920 Federal census was taken, Canfield was living at Morehead City. The 1907 edition of American Lumberman's *Register of Sawmill Equipment* listed the Banner Lumber Company at Bayboro with a four-mile logging railroad and one locomotive. It seems likely that this four-mile line was the one originally constructed by the Bayboro Land & Lumber Company about 1902.


Edward
Southcreek
Holl
Assurance
Aurora
Royall
Idalia
Hobucken
Cash Cor.
Askin
Grantsboro
Bayboro
Vandemere
Maribel
Neuse Jc.
Reelsboro
Stonewall
Olympia
PAMLICO
Merritt
Pamli
James City
Baird Creek
Ashwood
Oriental
Arapaho
Janeiro
Kershaw
Neuse
River
Riv-erdale
Croatan
Winthr
Merrin

2-1911 Banner Lumber Co. Grade NW of Bayboro

In the Pamlico County grantee index of deeds, the Banner Lumber Company usually appears incorrectly. It is recorded as "Bonner Lumber Company" in several documents filed after 1905. However, in the deeds themselves, "Banner Lumber Company" is invariably used as the company name. In a significant document filed January 25, 1906, the Banner Lumber Company obtained a right-of-way located north of the Pamlico, Oriental & Western Railroad (later, part of the Norfolk Southern Railroad system) which, at that time, was under construction (Pamlico County Deed Book 43, page 25). In November 1906, another nearby right-of-way was secured. One bound mentioned in the November document, near the southern edge of the parcel, was the corner of Main Road (now Highway 55) and Sawyer Street. That track crossed the recently completed Pamlico, Oriental & Western Railroad and led to a log dump on the South Prong of Bay River (Pamlico County Deed Book 45, page 347). Figure 2 is part of the 1911 map *North Carolina*, published by the Geographical Publishing Company. It appears to show this right-of-way on the northwest side of Bayboro.

With a document dated October 11, 1907 all real and movable property identified in the above-mentioned September 15, 1905 lease (including a total of 17,300 acres in Pamlico and Beaufort Counties) were transferred to the Banner Lumber Company. The Banner Lumber Company was also identified as the assignee of Leach and Canfield (Pamlico County Deed Book 48, page 438).

Subsequently, the December 20, 1907 New Bern *Weekly Journal* reported that the Bayboro Land and Lumber Company was closed permanently. That statement must have referred only to the company's sawmill, for the company itself continued to exist as a legal entity as late as 1915. In another turn of events, the November 12, 1909 edition of the Elizabeth City *Observer* mentioned that the Banner Lumber Company, which conducted business in Tyrell County, was being dissolved.

The 1911 edition of *The North Carolina Year Book and Business Directory* still had an entry for the Bayboro Land and Lumber Company with a sawmill at Bayboro. However, that business was no longer included in the Bayboro listing on the 1912 version of that publication.

The 1909 map presented in Figure 17 of Chapter 1 notes "R. L. CO." (consistent with the Roper Lumber Company) in the same general area where the Banner Lumber Company grade had been. In a 1900 deed, the **John L. Roper Lumber Company** had acquired 4,000 acres of timberland located in contiguous areas of Pamlico and Beaufort Counties as well as an additional 6,000 acres near Vandemere (Pamlico County Deed Book 29, page 424). A similar document was recorded in Beaufort County (Beaufort County Deed Book 110, page 26).

Roper's company built a right-of-way that terminated on the Pamlico, Oriental & Western Railroad approximately 0.4-mile east of the intersection of Highways 306 and 55. It seems likely that the Roper grade was used to harvest at least some of the timber previously controlled by the Banner Lumber Company.

Unraveling the relationships among some other Pamlico County businesses is challenging and confusing. In addition to the Bayboro Land and Lumber Company and the Banner Lumber Company, other entities that operated at about the same time include the Bayboro Lumber Company, the Pamlico Lumber Company, and the Pamlico Land Company.

Although the Bayboro Lumber Company (note-this was not the Bayboro Land and Lumber Company) was listed in the 1910-15 editions of *The North Carolina Year Book and Business Directory* as operating a manufacturing plant at Vandemere, during that time no deeds were recorded in Pamlico County with that precise name as grantee. The author discovered no definite relationship between the Bayboro Lumber Company and the Bayboro Land and Lumber Company.

On the other hand, between 1911 and 1914, several deeds were recorded with the Pamlico Land Company as grantee and the Bayboro Land and Lumber Company as grantor. These were properties near Vandemere and also along the county line between Pamlico and Beaufort Counties. These documents were recorded in Pamlico County Deed Book 57, pages 220 and 387; Deed Book 58, page 1 (a map of that 2,000-acre transaction is preserved in Pamlico County Plat Book 1, page 37); and Deed Book 60, page 416.

The origins of the **Defiance Box Company** railroad can be traced to 1903 and 1904 when three mortgages involving the box company were recorded in Pamlico County. All involved properties owned by R. D. Hodges. The first was for ten acres on the southwest side of Smith Creek, across from the community of Oriental (Pamlico County Deed Book 36, page 233). One of the bounds mentioned in the description of this property was "the Main Road at the Water's Edge" (Pamlico County Deed Book 36, page 233). Although not known conclusively, the author suspects that this was the location of the first mill used by the Defiance Box Company. This mill burned on August 6, 1907 and its replacement was not erected on the original mill site. The new mill can be seen on the 1909 map presented in Figure 25 of Chapter 1. It was on the south side of Kershaw Creek, although officially, that segment of waterway is now named Greens Creek.

No contemporaneous map has been found which showed the route of the logging railroad operated by the Defiance Box Company. Other than the three mortgages from R. D. Hodges, no other documents related to the box company were filed in Pamlico County except for a November 26, 1904 mortgage involving Owen Simmons (Pamlico County Deed Book 38, page 352). Therein, Simmons received two yokes of oxen and two wooden axel log carriages (purchased on the same day from R. D. Hodges) from the box company. In return, the Defiance Box Company acquired two properties. One was an eight-acre parcel bounded by "the Neuse Road." The author suspects that the "Neuse Road" mentioned by the mortgage is now called Kershaw Road.

In another mortgage dated June 20, 1904 the Defiance Box Company acquired a 250-acre tract in Township 5 of Pamlico County. Again, R. D. Hodges was part of the transaction (Pamlico County Deed Book 36, page 543). Another, 198-acre property was mortgaged by Hodges to the box company on June 9, 1904 (Pamlico County Deed Book 38, page 208). It "Being on Kershaw Creek Beginning at a post on the Main Road" . . . "the R. D. Hodges road" was also mentioned.

A December 10, 1904 mortgage suggests that the Defiance Box Company acquired a tram railway from R. D. Hodges (Pamlico County Deed Book 39, page 17). Timber rights on four tracts of land were described in this transaction. The fact that only $1 was involved suggests that Hodges must already have had an undisclosed interest in the box company venture. The description of the second parcel mentions "to the main road a southwestwardly course to Duck Creek . . ." Perhaps that bound was a reference to modern-day Lower Duck Creek. Fifty acres were excluded, having previously been sold to the Blades Lumber Company.

The boundary line of the third tract "runs at right angles from the Hodges Tram Road as now located in a northwesterly course to Bridgers corner on the Hodges [now Allen] road . . ." R. D. Hodges and his wife also transferred "all their right, title interest and estate in and to the Tram Road or Rail Road, iron tracks, ties and all tram or rail road supplies and fixtures & appurtenances now being and situated on that certain tram road located from Kershaw Creek near the stave landing to and through the Whitehurst lands as above described to its present terminus also all rights of way as aforesaid for the term of twelve years from the date hereof . . ."

American Lumberman's *Register of Sawmill and Planing Mill Auxiliary Equipment for 1907* included the Defiance Box Company at Oriental. It reported a 36-inch gauge railroad that was 3-5 miles in length, with two more miles under construction. It had one locomotive, seven cars, and one Parker skidder. The operation was absent from the list of North Carolina logging railroads that appeared in the September 10, 1909 issue of the Wilmington *Evening Dispatch*. All of this information is compatible with a logging railroad leading west from a log dump on Kershaw Creek near the current community of Kershaw. From there, logs could conveniently be floated down the creek to the first or second mill, near Oriental.

There were two enterprises in North Carolina known as the **Pamlico Lumber Company**. One, in Beaufort County, will be described in Chapter 6. Pamlico County's company using that name was primarily owned by William Ellis Lukens of Philadelphia, Pennsylvania. On April 1, 1887 he and Rueben Lukens, Junior, purchased a sawmill at Stonewall from W. H. Jacobs. The Pamlico Lumber Company acquired its first timber in Pamlico County in 1888 (Pamlico County Deed Book 15, page 504). That property was on the north side of the Neuse River and east side of Broad Creek. Opossum Swamp was one of the bounds mentioned in that document. In April 1898, the lumber company signed an agreement with R. G. Lupton and D. B. Hooker, who would receive "tram road lumber" and "two trucks" plus $5 per thousand board-feet of logs delivered to the company's mill at Stonewall. The timber was to come from "the Makajah Casey Lands" (Pamlico County Deed Book 26, page 503). It is assumed that Lupton and Hooker planned to use a tram railway which terminated at Stonewall.

In 1899, the company signed an agreement to buy lumber from the firm of Barrington and Jones, who operated a sawmill on Baird Creek (Pamlico County Deed Book

27, page 555). In another 1899 transaction, the Pamlico Lumber Company obtained timber from Charles Swan in the vicinity of Chapel Creek. Those logs were also to be delivered to the mill at Stonewall within two years, almost certainly by water (Pamlico County Deed Book 27, page 94).

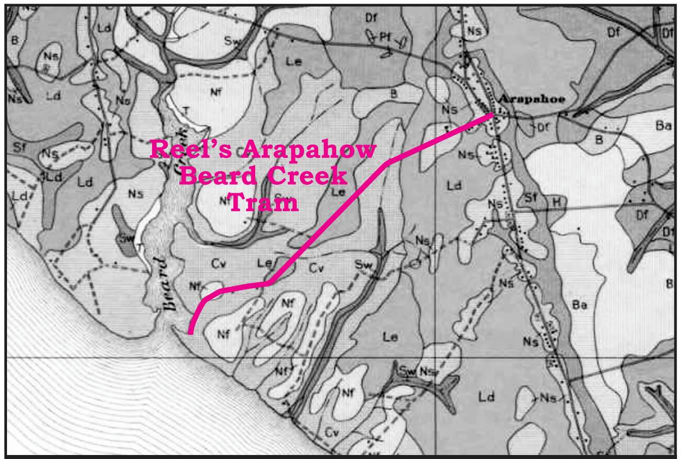
The 1901 edition of *The North Carolina Year Book and Business Directory* confirms that W. E. Lukens & Company of Philadelphia owned the Pamlico Lumber Company. Joshua Flowers managed the company's operation at Vandemere, while S. W. Ferrebee performed that function at Stonewall. The same listing also appeared in all editions of that publication from 1902 to 1907.

The 1907 edition of American Lumberman's *Register or Sawmill Equipment* includes the Pamlico Lumber Company with a mill at Stonewall, but no description of the Vandemere operation. The entry included: "*Logging Railroad*, - [no] G., 4 mi., 1 loco." No location was given for the company's track. It may have been comprised of more than one segment, and its rails may not have connected directly with either Stonewall or Vandemere. Some of it might have been part of a right-of-way mentioned in an 1899 timber deed from John Redding. Unfortunately, the location of that tract, within Pamlico County, could not be determined. Therein, the Pamlico Lumber Company was allowed six years to remove the timber on 640 acres known as "the Harris Lands" as well as 265 additional acres. Rights-of-way through and across those properties were granted (Pamlico County Deed Book 27, page 46).

Several timber deeds signed in 1901 granted the right to use a tram road to W. E. Lukens. None of those properties were large. Although most could not be located precisely, they did not seem to be grouped in any one place. However, some were on or near Bay River. One deed named Whitehurst Creek (Pamlico County Deed Book 31, page 341). In 1902, another deed mentioned Gale Creek and Jones Bay (Pamlico County Deed Book 31, page 564). A 1903 document included Masons Bay and Creek as bounds (Pamlico County Deed Book 32, page 595).

A segment of tram railway was probably associated with the Pamlico Lumber Company operation at Vandemere. It was described in a 1901 deed which allowed eight years for timber to be removed (Pamlico County Deed Book 31, page 196). Specific data for Vandemere and Stonewall were not included in the 1908 and 1909 editions of *The North Carolina Year Book and Business Directory*. The Pamlico Lumber Company appeared at neither Vandemere nor Stonewall in the 1910 edition.

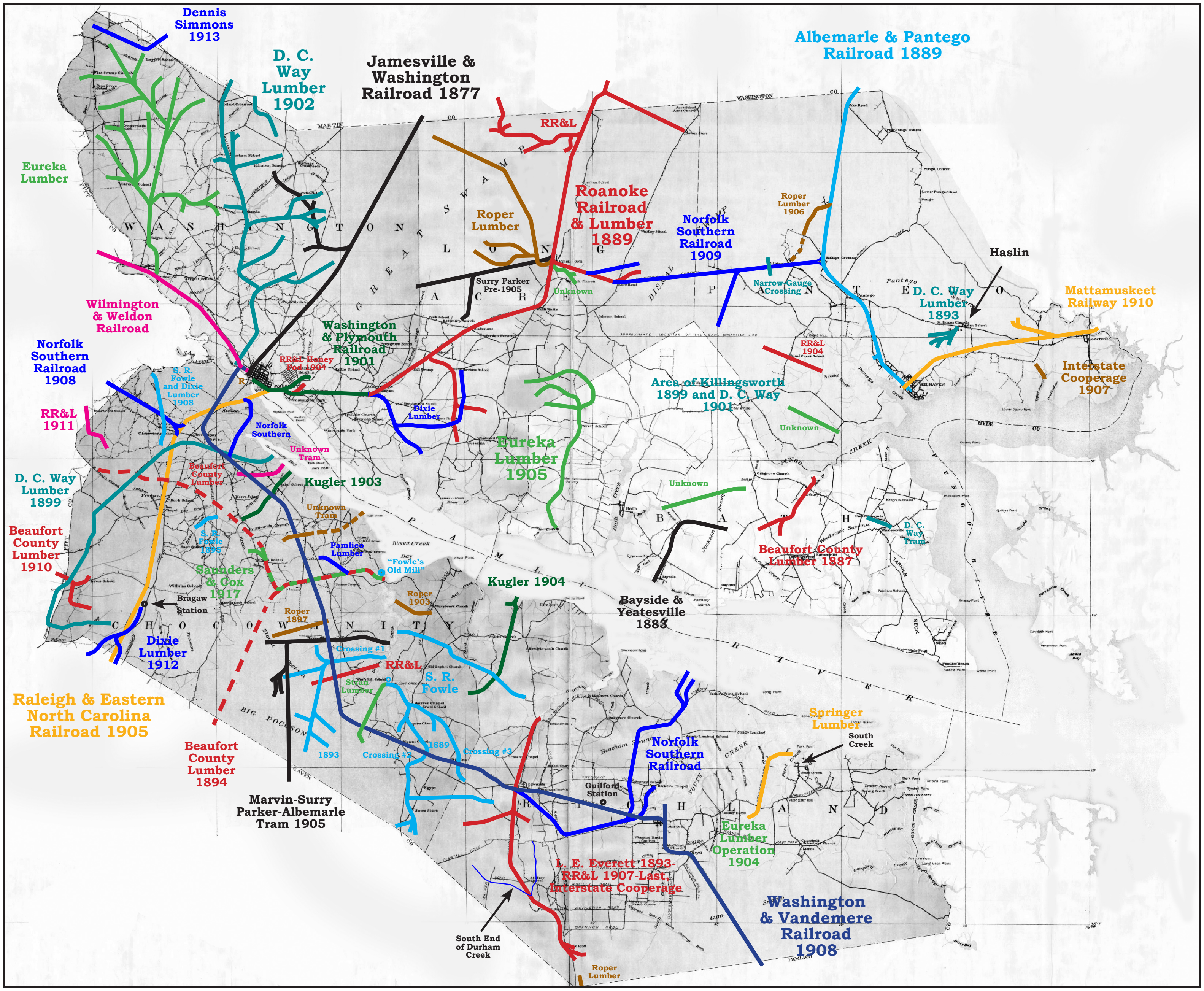
An unnamed tram railway is displayed in Figure 3. It was mainly used to transport cotton between Arapahoe and a terminal near the mouth of Beards Creek. This line was constructed by **John M. Reel** and others in 1905. Page 80 of *Pamlico County 100 Years 1872-1972* further describes it as "a big flat car with four steel wheels. The flat car was somewhat like a wagon upon which seats could be placed for passengers or taken off when freight was carried. It was pulled along the newly-laid rails by a horse, 'old Nell.' "



3-1934 *Soil Map Pamlico County, NC*

Chapter 6

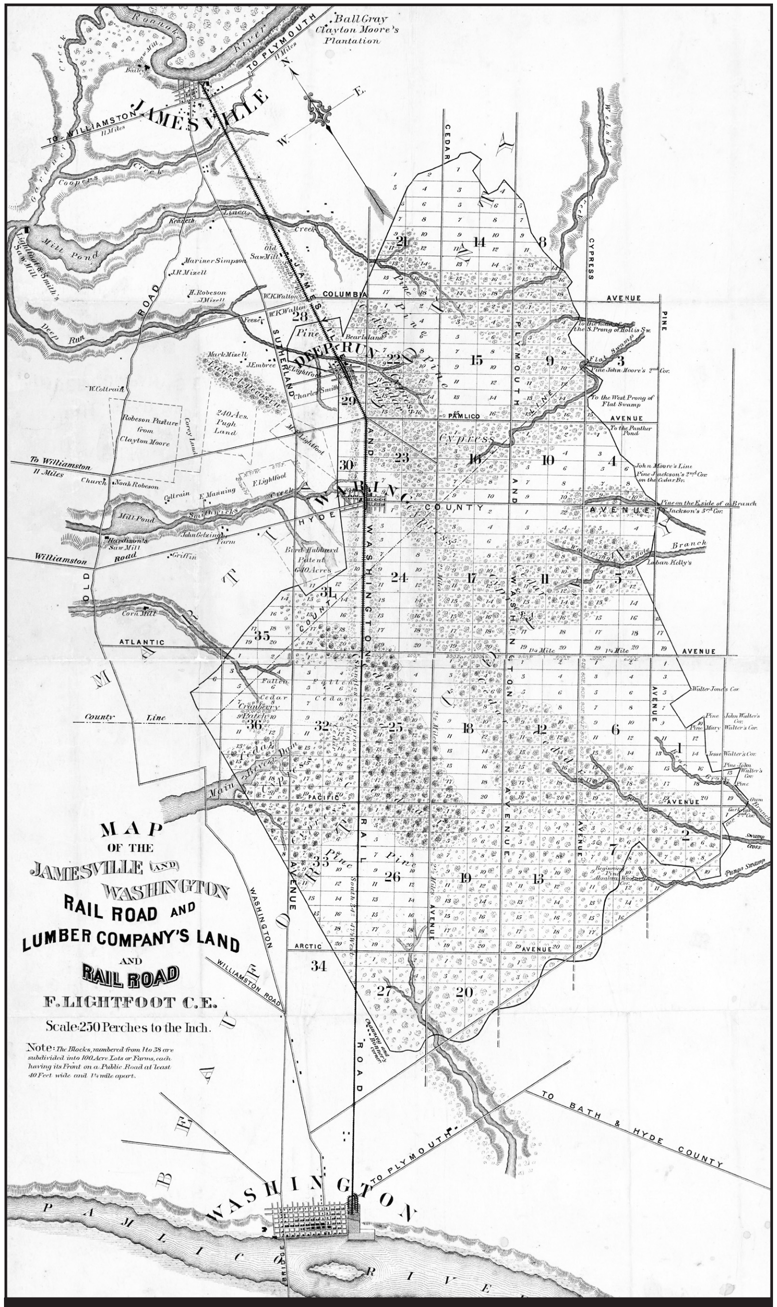
Beaufort County


Dennis Simmons 1913
D. C. Way Lumber 1902
Jamesville & Washington Railroad 1877
Albemarle & Pantego Railroad 1889
Eureka Lumber
RR&L
Roanoke Railroad & Lumber 1889
Roper Lumber
Norfolk Southern Railroad 1909
Roper Lumber 1906
Haslin
Surry Parker Pre-1905
Unknown
Narrow Gauge Crossing
D. C. Way Lumber 1893
Mattamuskeet Railway 1910
Wilmington & Weldon Railroad
Washington & Plymouth Railroad 1901
RR&L 1904
Norfolk Southern Railroad 1908
S. R. Fowle and Dixie Lumber 1908
RR&L Honey Pod 1904
Dixie Lumber
Area of Killingsworth 1899 and D. C. Way 1901
Interstate Cooperage 1907
RR&L 1911
Norfolk Southern
Unknown
Unknown Tram
Eureka Lumber 1905
Beaufort County Lumber
Kugler 1903
D. C. Way Lumber 1899
Unknown
Unknown Tram
D. C. Way Tram
Beaufort County Lumber 1910
S. R. Fowle 1893
Pamlico Lumber
"Fowle's Old Mill"
Beaufort County Lumber 1887
Saunders & Cox 1917
Kugler 1904
Bayside & Yeatesville 1883
Bragaw Station
Roper 1903
Roper 1897
Dixie Lumber 1912
Crossing #1
RR&L
S. R. Fowle
Swan Lumber
Raleigh & Eastern North Carolina Railroad 1905
Springer Lumber
South Creek
Norfolk Southern Railroad
Beaufort County Lumber 1894
1893
Crossing #2
1889
Crossing #3
Guilford Station
Marvin-Surry Parker-Albemarle Tram 1905
Eureka Lumber Operation 1904
L. E. Everett 1893-RR&L 1907-Last, Interstate Cooperage
Washington & Vandemere Railroad 1908
South End of Durham Creek
Roper Lumber

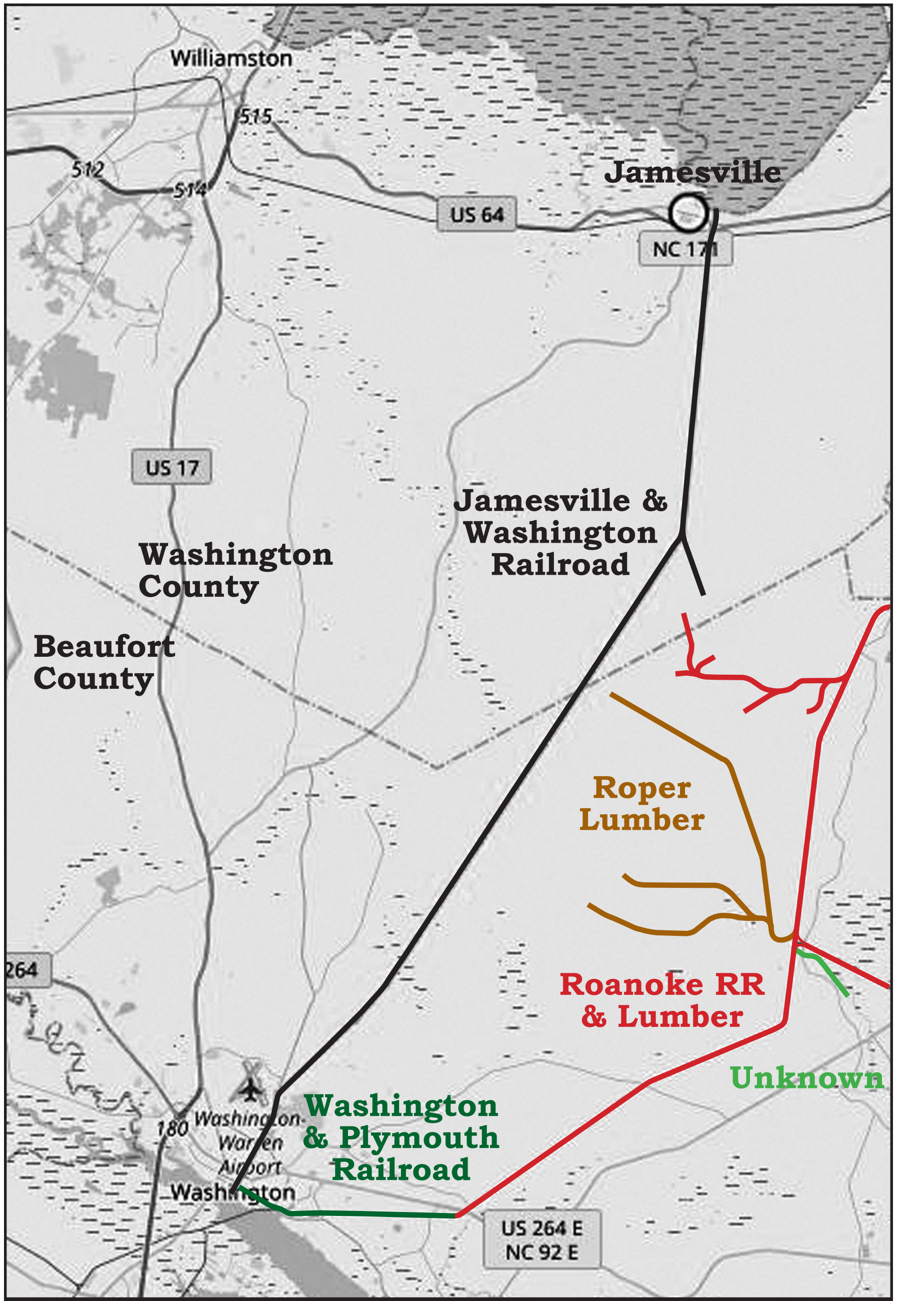
Beaufort County Railroads

The names of the original common carrier railroads in Beaufort County consisted of the Jamesville & Washington Railroad, Washington & Plymouth Railroad, Albemarle & Pantego Railroad, Wilmington & Weldon Railroad, Raleigh & Eastern North Carolina Railroad, and the Washington & Vandemere Railroad. The **Jamesville & Washington Railroad** was incorporated in 1869. It was built southward from Jamesville, in Martin County. The railroad's first Beaufort County right-of-way was purchased in 1877. By February 1878, trains were running regularly over the entire line. The line was financed by British investors who acquired a large area of swampland between the two namesake towns. In 1888, the railroad signed an agreement with the John L. Roper Lumber Company by which Roper's company would gradually harvest the timber on 39,680 acres owned by the railroad (Beaufort County Deed Book 68, page 515). Figure 1 is an undated map of the entire line. The terminal at Washington was built in a slightly different position from that shown in this figure. Figure 2 provides an accurate representation of the route followed by the railroad. Figure 3 comes from a 1938 aerial photograph of Washington. The course of the then abandoned Jamesville & Washington Railroad is indicated by black arrows.

As timber along the line became exhausted, the line became less profitable. When, in 1892, the Wilmington & Weldon Railroad (which later became part of the Atlantic Coast Line Railroad) entered Washington, it spelled the end of the Jamesville & Washington Railroad. In an act passed by the General Assembly of North Carolina March 2, 1893 the Jamesville & Washington Railroad was authorized to sell seven miles of its right-of-way, from Washington, North Carolina to Cherry's Mill. The purchaser was a projected new railway, the Plymouth, Washington & Kinston Railroad. None of the projected line was actually constructed or operated in Beaufort County. The track from Cherry's Mill to Dymond City, in Martin County, was subsequently abandoned. By 1896, the entire right-of-way of the Jamesville & Washington Railroad had been pulled up.


MAP
OF THE
JAMESVILLE AND
WASHINGTON
RAIL ROAD AND
LUMBER COMPANY'S LAND
AND
RAIL ROAD
F. LIGHTFOOT C.E.
Scale:250 Perches to the Inch.
Note: The Blocks, numbered from 1 to 38 are subdivided into 100 Acre Lots or Farms, each having its Front on a Public Road at least 40 Feet wide and 1¼ mile apart.
JAMESVILLE
WASHINGTON
TO PLYMOUTH
TO WILLIAMSTON
TO BATH & HYDE COUNTY
COLUMBIA
PAMLICO
AVENUE
ATLANTIC
PACIFIC
ARCTIC
CEDAR
CYPRESS
PINE
WILLIAMSTON ROAD
Ball Gray Clayton Moore's Plantation

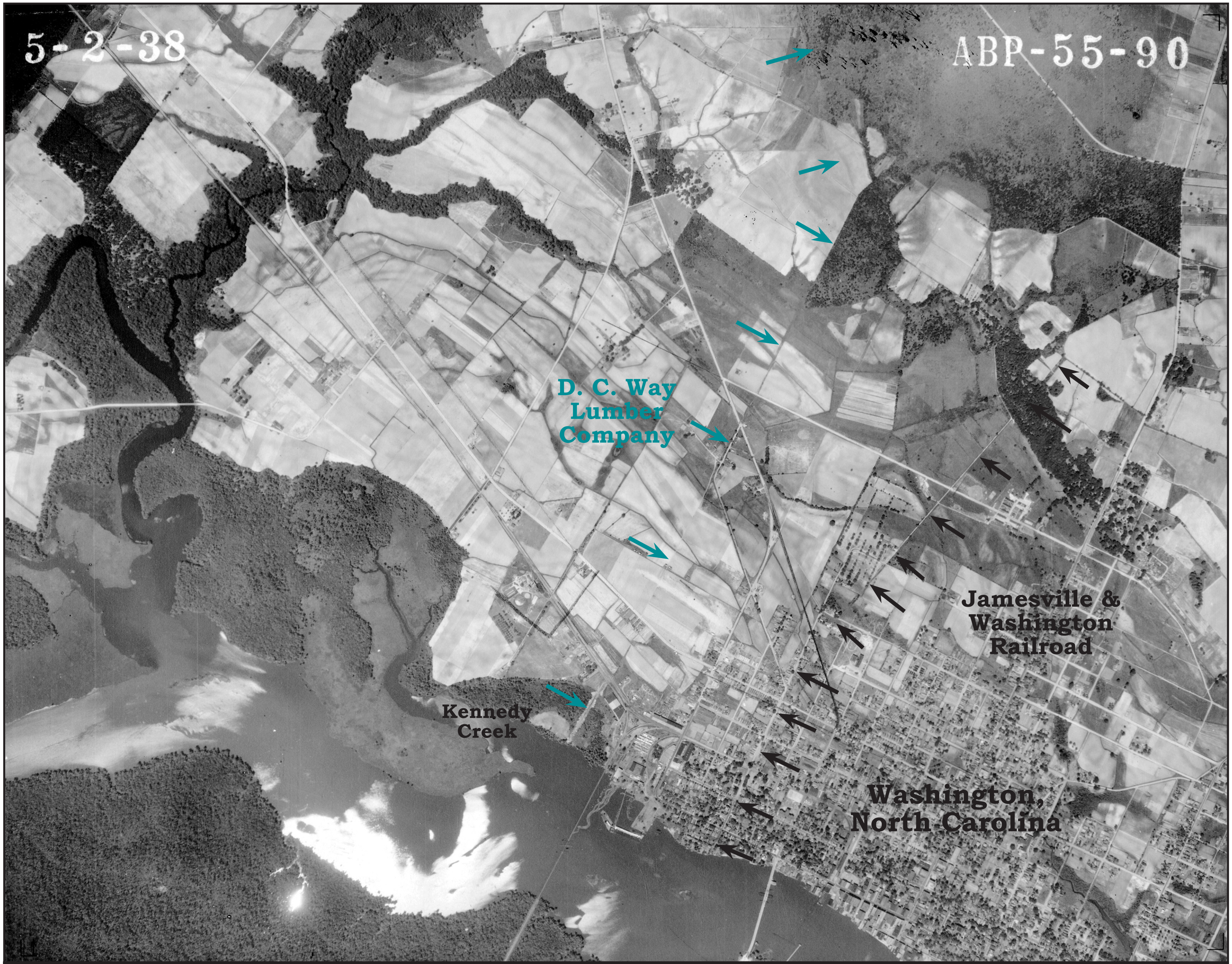
1-Undated Map of Jamesville & Washington RR


Williamston
515
512
514
US 64
Jamesville
NC 171
US 17
Jamesville & Washington Railroad
Washington County
Beaufort County
Roper Lumber
Roanoke RR & Lumber
Unknown
264
180
Washington Warren Airport
Washington & Plymouth Railroad
Washington
US 264 E
NC 92 E

2-Railroads in Beaufort and Washington Counties

The **Washington & Plymouth Railroad** developed as a successor to the Roanoke Railroad & Lumber Company's narrow-gauge logging railroad. The lumber company had been incorporated on March 7, 1887 and will be described later in detail. Although Surry Parker was not one of the original incorporators of the Roanoke Railroad & Lumber Company, he was heavily involved in construction of that organization's logging railroad. That line extended south from Plymouth and eventually reached a point south of Pinetown called "the Washington Curve" near the present-day location of Bunyan, North Carolina. Although it never was officially named, during the 1890s the logging line sometimes appeared in local newspapers as "the Plymouth & Pinetown Railroad." Its successor, the Washington & Plymouth Railroad was incorporated on March 4, 1901 with Surry Parker appearing as one of the incorporators. Besides Parker, the stockholders were W. M. Whaley, R. S. Cohn, and E. A. Armstrong.

From the Roanoke Railroad & Lumber Company, the Washington & Plymouth Railroad purchased the lumber company's existing track on May 1, 1901 (Beaufort County Deed Book 111, page 261). In that document, the railroad was described as originating at Plymouth and extending "southwardly a distance of about twenty-five (25) miles, through the County of Washington and into the County of Beaufort, beyond what is known as Pinetown, together with various rights of way on toward the town of Washington in said county . . . including one locomotive known as Number seven (7), two combination cars, and sufficient iron with necessary spikes, bolts, and splices to complete the mainline of the railroad from the terminal at Washington to the terminal at Plymouth for the price or sum of Forty Thousand Dollars ($40,000)." The deed also mentioned twelve right-of-way deeds over properties between the Washington Curve and the town of Washington. There, the line had been surveyed but not constructed.


5-2-38
ABP-55-90
D. C. Way Lumber Company
Jamesville & Washington Railroad
Kennedy Creek
Washington, North Carolina

3-1938 Abandoned Grades of Jamesville & Washington RR and D. C. Way Lumber Company RR

The Washington & Plymouth Railroad was merged into the Norfolk & Southern Railroad via a document signed on March 11, 1904 (Beaufort County Deed Book 131, page 141). That same year, the new owner converted the line to standard gauge. Planning began in 1906 for a connection between Pinetown and Bishops Crossing, where another Norfolk & Southern line already existed. The October 5, 1909 issue of the New Bern *Weekly Journal* reported that "With the completion of the Pinetown cut off between Bishop's Cross on the Belhaven branch and Pinetown on the Pamlico division, by Oct. 10, the Norfolk & Southern will inaugurate a through train service between Belhaven and New Bern, via Washington."

The **Albemarle & Pantego Railroad** was incorporated March 2, 1887 by an act of the General Assembly of North Carolina. John L. Roper was one of several incorporators. The October 31, 1889 issue of *The Washington Gazette* reveals that, by then, the line had reached beyond Pantego and entered Belhaven (known then as Matta Pungo). By means of a document signed June 1, 1891 the Albemarle & Pantego Railroad was consolidated with the Norfolk & Southern Railroad (Beaufort County Deed Book 80, page 264). As discussed above, the Pinetown Cutoff connected to the right-of-way of the former Albemarle & Pantego Railroad at Bishops Crossing.

In 1892, the **Wilmington & Welden Railroad** built its Washington Branch between Parmele, in Martin County, and Washington, in Beaufort County. The railroad was renamed Atlantic Coast Line Railroad in 1899. That line was extended to Vandemere, in Pamlico County, by leasing the Washington & Vandemere Railroad several years later.

The **Washington & Vandemere Railroad** was constructed as a joint venture of the E. M. Short Lumber Company and the Eureka Lumber Company. It was incorporated by an act of the General Assembly of North Carolina on March 4, 1903. The railroad formed the Carolina Land & Improvement Company with John C. Rosman as its president. That company was tasked with acquisition of rights-of-way, which then were sold to the Washington & Vandemere Railroad on November 14, 1905 (Beaufort County Deed Book 134, page 287). Terminals were established at Washington, in Beaufort County and Vandemere, in eastern Pamlico County. The April 18, 1908 issue of *The Raleigh Times* reported that shops for the railroad would be constructed at Vandemere and the entire railroad would be completed by November of that year. The *Tenth Annual Report of the North Carolina Corporation Commission* for 1908 (compiled with information available on June 30, 1908) noted that as of that date, the eastern terminal of the railroad was at Aurora. In the construction that took place during the rest of 1908, a right-of-way built in 1904 by the Eureka Lumber Company was incorporated into the track between Aurora and Vandemere (Beaufort County Deed Book 140, page 155). The Atlantic Coast Line Railroad leased the Washington & Vandemere Railroad on May 1, 1927.

The **Raleigh & Eastern North Carolina Railroad** was organized in 1903 to build a line between Washington, in Beaufort County and Bridgeton, in Craven County. But the railroad never operated under that name. In 1905, it was renamed as the Raleigh & Pamlico Sound Railroad. Using that name, it operated briefly in 1906. In November of that year, it was sold to the Norfolk & Southern Railroad.

The history of the **Roanoke Railroad & Lumber Company** is intertwined with the career of a very innovative man, Surry Parker. By 1896, Parker was identified as the general contractor for, and the superintendent of the Roanoke Railroad & Lumber Company's logging railroad (see the January 2, 1896 *Washington Gazette* and "The Pinetown Picnic" in the June 9, 1896 *Washington Progress*). He also conducted logging operations on his own individually owned portfolio of timberland and used the Roanoke Railroad & Lumber Company's logging railroad to transport his harvested timber.

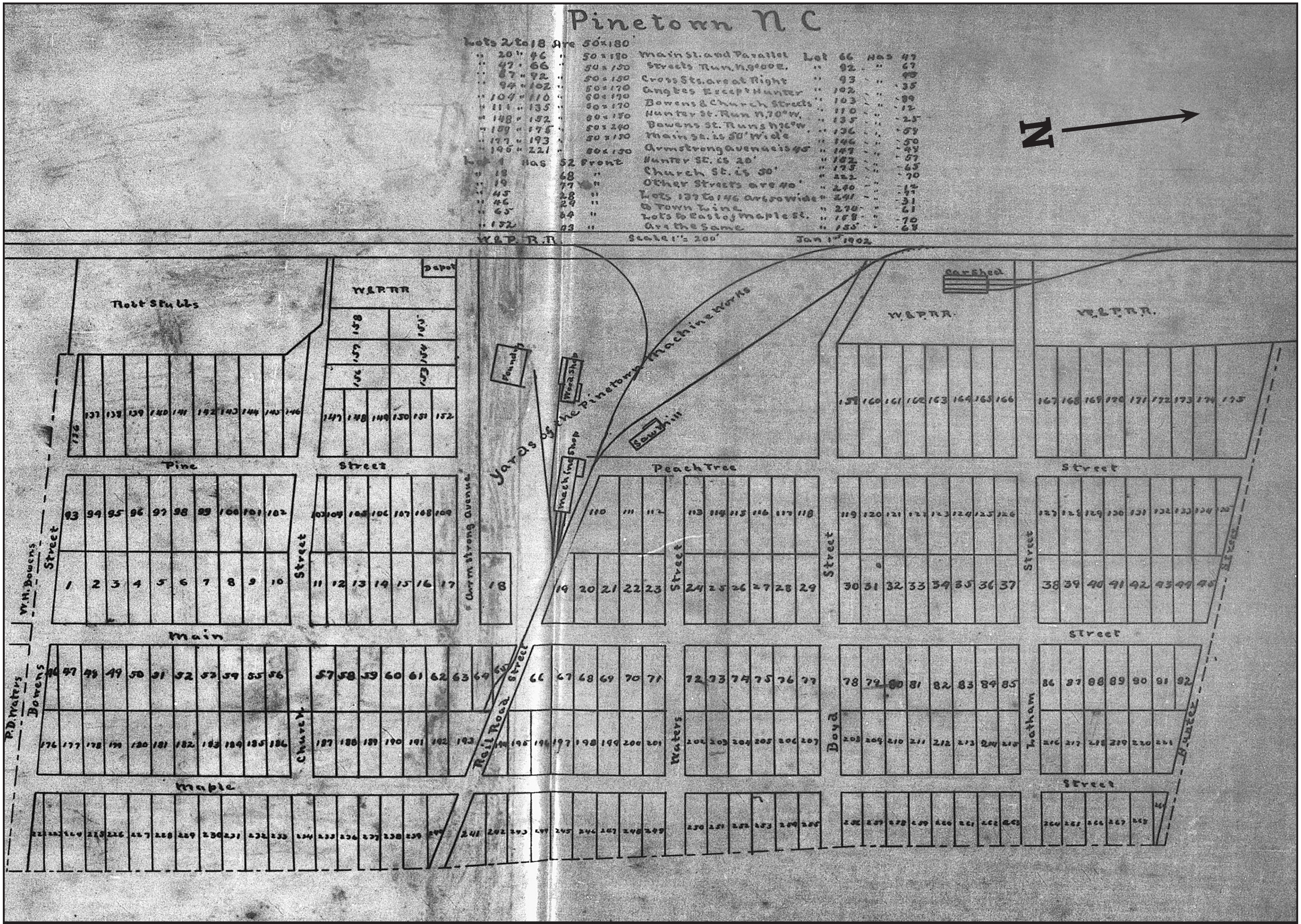
The Roanoke Railroad & Lumber Company was incorporated on March 7, 1887 by E. A. Buell, B. B. Winborne, and R. W. Winborne of North Carolina; J. W Perry and J. H. Wemple of Virginia; and Harriet Buell and Ira B. Reed of New York. Its purpose was to operate a lumber business in North Carolina. The company was permitted to "build and construct the main line of its railroad from some point on the Roanoke River, in Washington County, to some point on the Pamlico Sound or the Pamlico River, in Beaufort County, and shall have the right to build branch roads not exceeding ten miles in length." The 1887 incorporation also authorized a different organization, the Roanoke Lumber Company, organized through the Superior Court of Hertford County, to transfer all of its property to the Roanoke Railroad & Lumber Company.

During the 1890s, the Roanoke Railroad & Lumber Company's logging line was known informally as the Plymouth & Pinetown Railroad. From an article titled "Pic-Nic at Pinetown," which appeared in the June 3, 1898 issue of Plymouth's *Roanoke Beacon*, the railroad station at Pinetown was known as the "Pinetown & Plymouth depot."

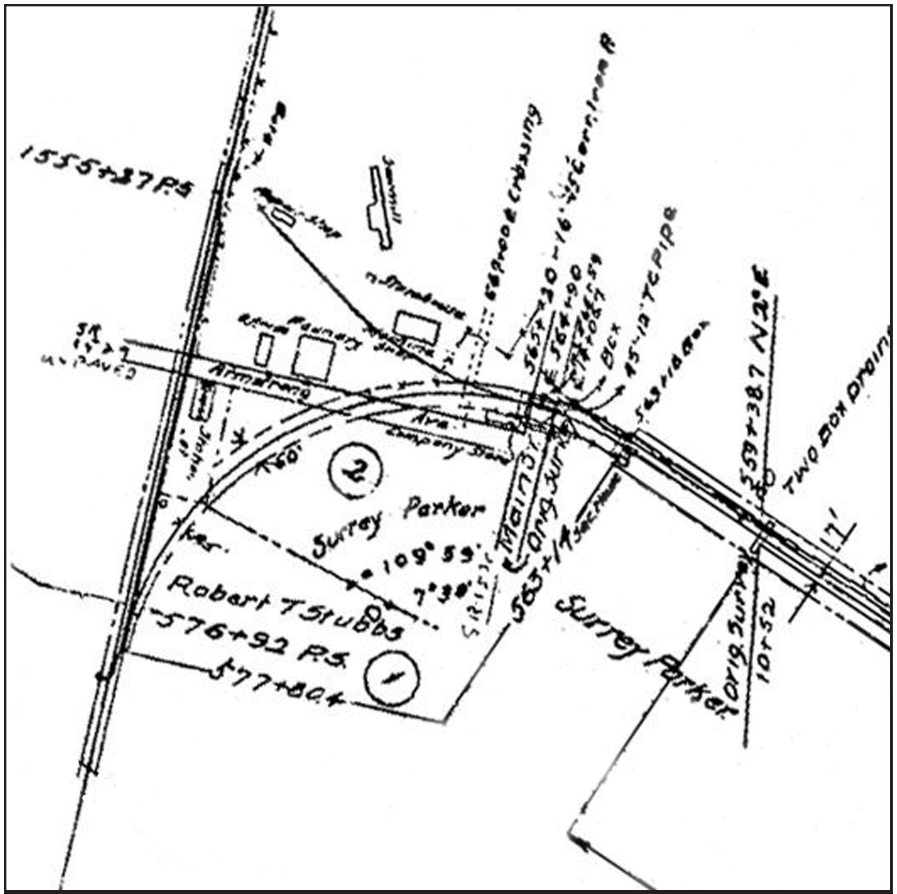
The original logging railroad of the Roanoke Railroad & Lumber Company was built to a gauge of 36 inches. Construction of the line began in 1888 and in 1889, it went into service between Plymouth and Pinetown. In 1895, plans were being made to extend the railroad to Washington. The February 22, 1895 *Roanoke Beacon* reported, in an article picked up from the *Washington Gazette*, that Mr. E. W. Ayers "was told while there [at Pinetown] by good authority that a petition from the citizens of Washington and reasonable right of way would cause the railroad from Plymouth to Pinetown to be extended to Washington in a few months." Nonetheless, it would be almost a decade before Pinetown and Washington would finally be connected by rail. That occurred only after the line was purchased by the Washington & Plymouth Railroad. That sale took place on May 1, 1901 (Beaufort County Deed Book 111, page 261).

Figure 4 displays the January 1, 1902 Plat of Pinetown which was recorded on page 600 of Beaufort County Deed Book 114. The image must be rotated counterclockwise almost 90 degrees in order to view it in the orientation commonly used for map reading. Of the streets visible on this plat, only Main Street continues to be known by its original name in modern times. East of Main Street, the Railroad Street visible on the 1902 plat is now occupied by the track of the Pinetown Cutoff (see below). In approximately 1907, west of Main Street, the wye that exists today was reconfigured such that it became symmetrically applied to the mainline built by the Washington & Plymouth Railroad.

Names of other current Pinetown streets have been changed. Armstrong Avenue, on the 1902 plat, is visible on part of the 1914 Norfolk Southern Railroad Valuation map which is presented in Figure 5. This image displays Sheet 7 of Valuation Section 7. In modern times, Armstong Avenue is known as Beaver Dam Road. The former Church Street is now called Railroad Street and should not be confused with the Railroad Street visible on the 1902 plat reproduced in Figure 4. It is surmised that, at some time after 1902, a short logging grade ran on what is currently Railroad Street. It probably is represented by


Pinetown N C
Lots 2 to 18 Are 50x180
" 20 " 46 " 50x180 Main St. and Parallel Lot 66 Has 47
" 47 " 66 " 50x150 Streets Run N.9°00E. " 92 " 67
" 67 " 72 " 50x150 Cross Sts. are at Right " 93 " 48
" 94 " 102 " 50x170 Angles Except Hunter " 102 " 35
" 104 " 110 " 60x170 Bowens & Church Streets " 103 " 89
" 111 " 135 " 50x170 Hunter St. Run N.70°W. " 110 " 12
" 148 " 152 " 50x150 Bowens St. Runs N.36°W. " 135 " 25
" 159 " 175 " 50x240 Main St. is 50' Wide " 136 " 68
" 177 " 193 " 50x150 Armstrong Avenue is 45 " 146 " 50
" 195 " 221 " 80x150 Hunter St. is 20' " 147 " 48
Lot 1 Has 52 Front Church St. is 30' " 152 " 57
" 18 68 " Other Streets are 40' " 175 " 65
" 19 77 " Lots 137 to 146 are 50 wide " 222 " 70
" 45 28 " to Town Line " 240 " 12
" 46 29 " Lots to East of Maple St. " 241 " 47
" 65 64 " are the Same " 270 " 31
" 152 93 " " 168 " 61
" 155 " 68
W.&P. R.R.
Scale 1" = 200'
Jan 1st 1902
N
Depot
W.&P.R.R.
Robt Stubbs
Foundry
Wood Shop
Saw Mill
Machine Shop
Yards of the Pinetown Machine Works
Car Shed
W.&P.R.R.
W.&P.R.R.
Pine Street
Peach Tree Street
Main Street
Maple Street
W.H. Bowens
Bowens Street
Church Street
Armstrong Avenue
Rail Road Street
Waters Street
Boyd Street
Latham Street
Hunter Street
P.D. Waters

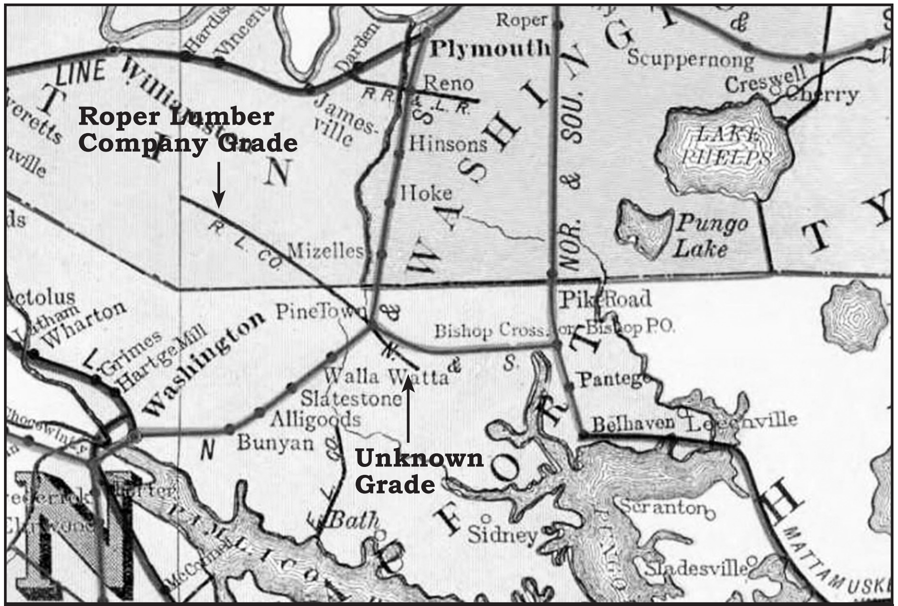
4-1902 Plat of Pinetown, North Carolina


1555+37 P.S.
Armstrong Ave.
Surrey Parker
Robert T Stubbs
576+92 P.S.
577+80.4
Surrey Parker
559+38.7 N 2° E
Two Box Drain

5-1914 Norfolk Southern RR Valuation Map - Pinetown

the track leading southeast from Pinetown on the 1909 *Railroad Map of North Carolina* which is visible in Figure 6. Which logging company used that track has not been determined.

On the 1902 plat, a track serving the "Yards of the Pinetown Machine Works" was situated on Railroad Street. The machine works was a private business owned by Surry Parker. Machinery used in logging and other industries was fabricated there.

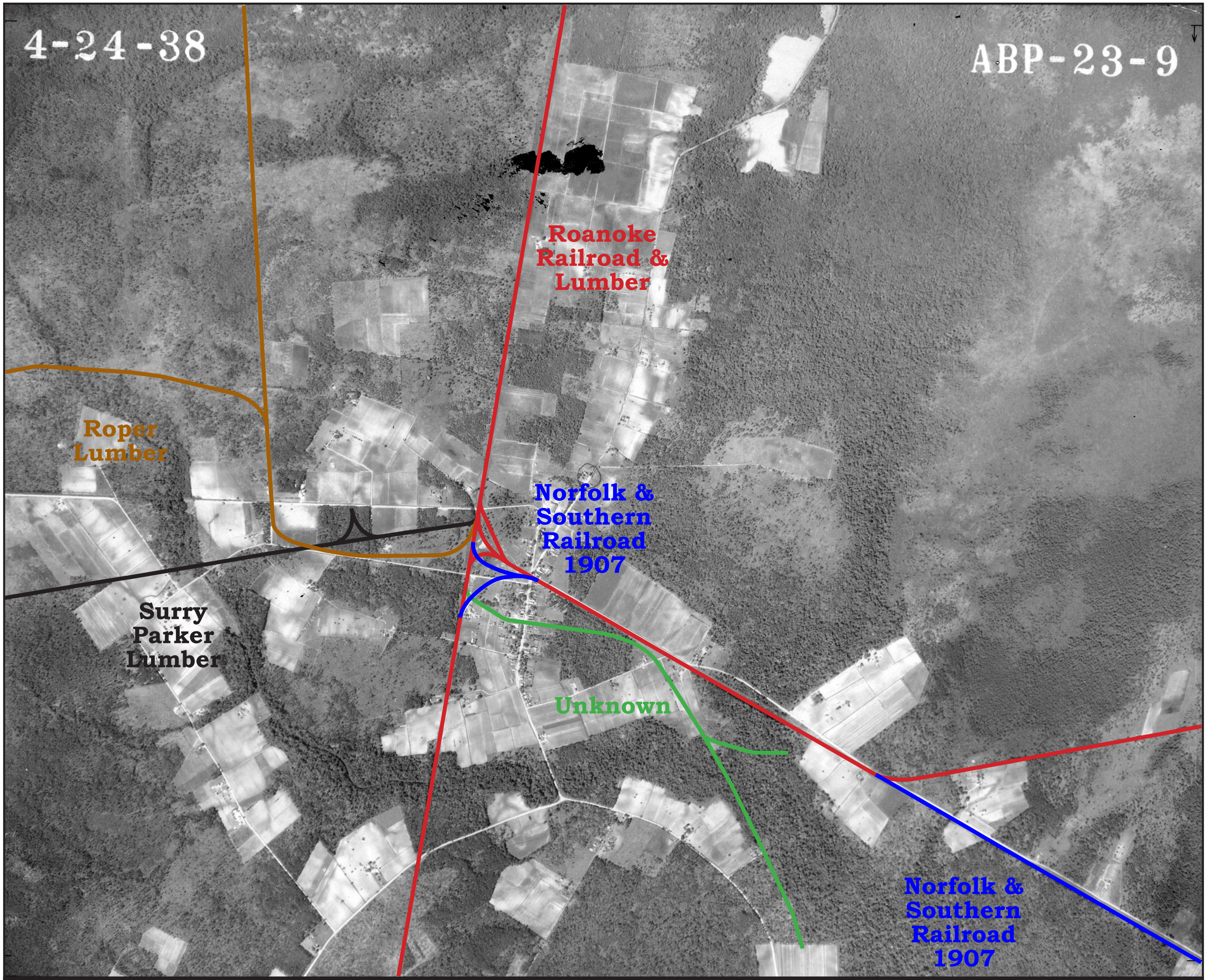

Roper Lumber Company Grade

Unknown Grade
Roper
Plymouth
Reno
Jamesville
Hinsons
Hoke
Mizelles
Scuppernong
Creswell
Cherry
Lake Phelps
Pungo Lake
Wharton
PineTown
Bishop Cross.
Pike Road
Pantego
Walla Watta
Slatestone
Alligoods
Bunyan
Bath
Sidney
Belhaven
Leechville
Scranton
Sladesville
Washington

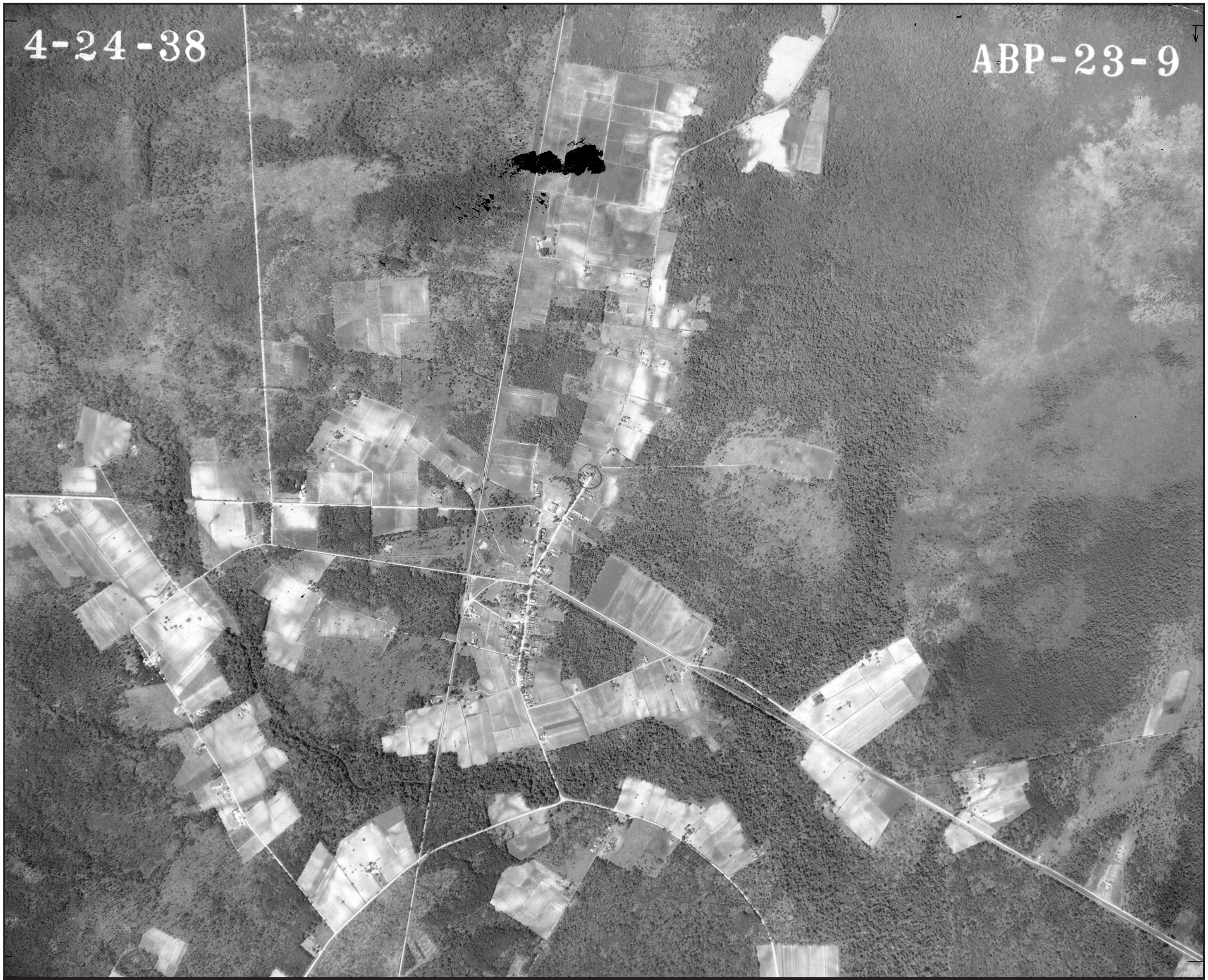
6-1909 Unknown Logging Grade Southeast of Pinetown

Surry Parker had a prominent role in management of the Washington & Plymouth Railroad. The August 22, 1903 *Charlotte News* reported, from Washington, North Carolina that "General Surry Parker of the Washington & Plymouth Railroad made a proposition to the chamber of commerce that he would make his road into this city a standard gauge one, if the city would give his road a right of way on water street."

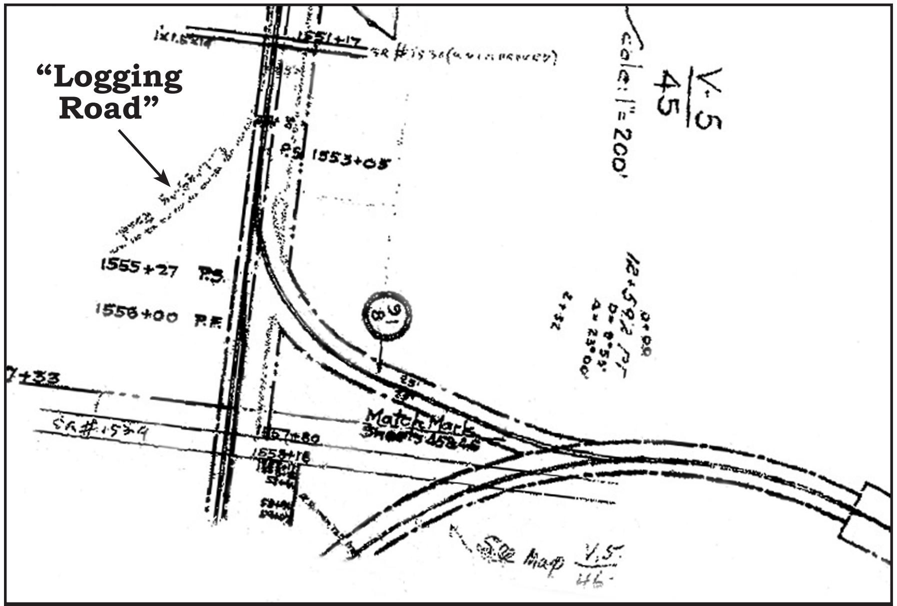
The February 26, 1904 issue of *Railroad Gazette* reported that the 33-mile Washington & Plymouth Railroad had been acquired by the Norfolk & Southern Railroad. Its right-of-way was subsequently widened to standard gauge. In 1906, the Norfolk & Southern Railroad made plans to build its Pinetown Cutoff between Bishops Crossing and Pinetown. This resulted in a significant restructuring of the track plan at Pinetown. Figure 7A overlays several different historical railroad grades around Pinetown on a 1938 aerial photograph. By that time, the wye which had


4-24-38
ABP-23-9
Roanoke Railroad & Lumber
Roper Lumber
Norfolk & Southern Railroad 1907
Surry Parker Lumber
Unknown
Norfolk & Southern Railroad 1907

7A-1938 Aerial Photograph at Pinetown with Grades Highlighted


4-24-38
ABP-23-9

7B-1938 Aerial at Pinetown



8-1914 Norfolk Southern RR - Val. Section 5 Sheet 45

9-Undated View North at South Arm of Pinetown Wye

been used by the Washington & Plymouth Railroad had been reengineered as described above. Figure 7B displays the original 1938 aerial photograph without highlighted grades.

A January 7, 1907 right-of-way deed granted by Surry Parker to the Norfolk & Southern Railway makes clear that much of the Pinetown Cutoff, east of the wye at Pinetown, was built over a preexisting Roanoke Railroad & Lumber Company logging grade (Beaufort County Deed Book 142, page 557).

In Figure 7A, a separate wye is visible along an abandoned Roanoke Railroad & Lumber Company grade on the west side of Pinetown. The place where that grade joined with what, in 1901, became the Washington & Plymouth Railroad mainline is visible in Figure 8. There, with the words upside down, "Logging Road" is just barely visible.

Figure 9 is an undated, but fairly recent photograph preserved at the *Digital North Carolina* website. The view toward the north captures two maintenance of way workers standing near the south arm switch of the current Pinetown wye.

In 1888, while the Roanoke Railroad & Lumber Company's logging railroad between Plymouth and Pinetown was under construction, the company secured a separate right-of-way for a tram railway on the north side of Pamlico River. It terminated at a landing on Bath Creek (Beaufort County Deed Book 70, page 279). That right-of-way had previously been used by another logging outfit identified as Mc(indecipherable) & Son. Prior to that usage, in 1875, the property over which that right-of-way passed had been sold by Henry W. Adams to Sanford Long (Beaufort County Deed Book 40, page 586). The exact position of this tram railway, on Bath Creek, could not be determined by the author.

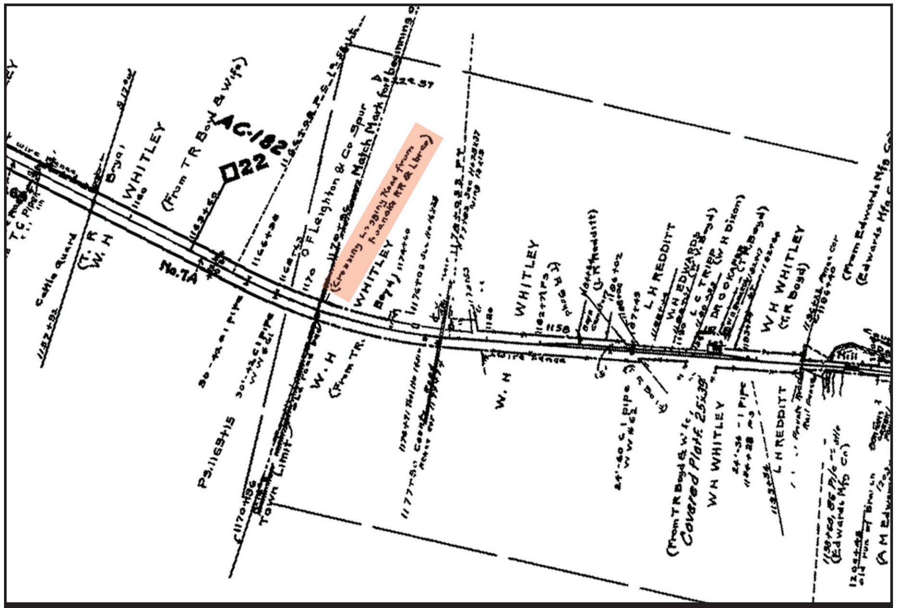
In Richland Township, an 1895 timber deed to the Roanoke Railroad & Lumber Company included a logging railroad right-of-way over property owned by Pharoah Stilley (Beaufort County Deed Book 91, page 346). Another part of this grade was obtained in 1897. One bound of that property was the southern part of Durham Creek (Beaufort County Deed Book 98, page 291). Logs from that area were probably transported north over a segment of railroad originally built in 1898 by L. E. Everett and others. The north end of that lengthy Roanoke Railroad & Lumber Company right-of-way terminated on the west side of the northern part of Durham Creek.

In 1905, the Washington & Vandemere Railroad purchased a right-of-way which crossed this Roanoke Railroad & Lumber Company line immediately west of Edwards. That document mentions that the south end of the grade reached into Pamlico County. The southernmost extent of that extension could not be identified on 1938 aerial photographs of the Beaufort-Pamlico County border (Beaufort County Deed Book 134, page 584).

In 1907, an additional right-of-way along Durham Creek was purchased (Beaufort County Deed Book 147, page 264 referring back to a previous document recorded on page 568 of Beaufort County Deed Book 98).

Also in 1907, the Roanoke Railroad & Lumber Company purchased some of the northern part of this right-of-way (Beaufort County Deed Book 147, page 220). The southern part of this right-of-way saw a lengthening of one of its branches in 1907. That change is known through a right-of-way deed recorded on page 549 of Beaufort County Deed Book 145. This document describes a 0.5-mile extension added to a preexisting grade travelling southeast from Flat Swamp to the Beaufort-Pamlico County line. The course of that particular track could not be discerned with aerial photography or LiDAR imagery.

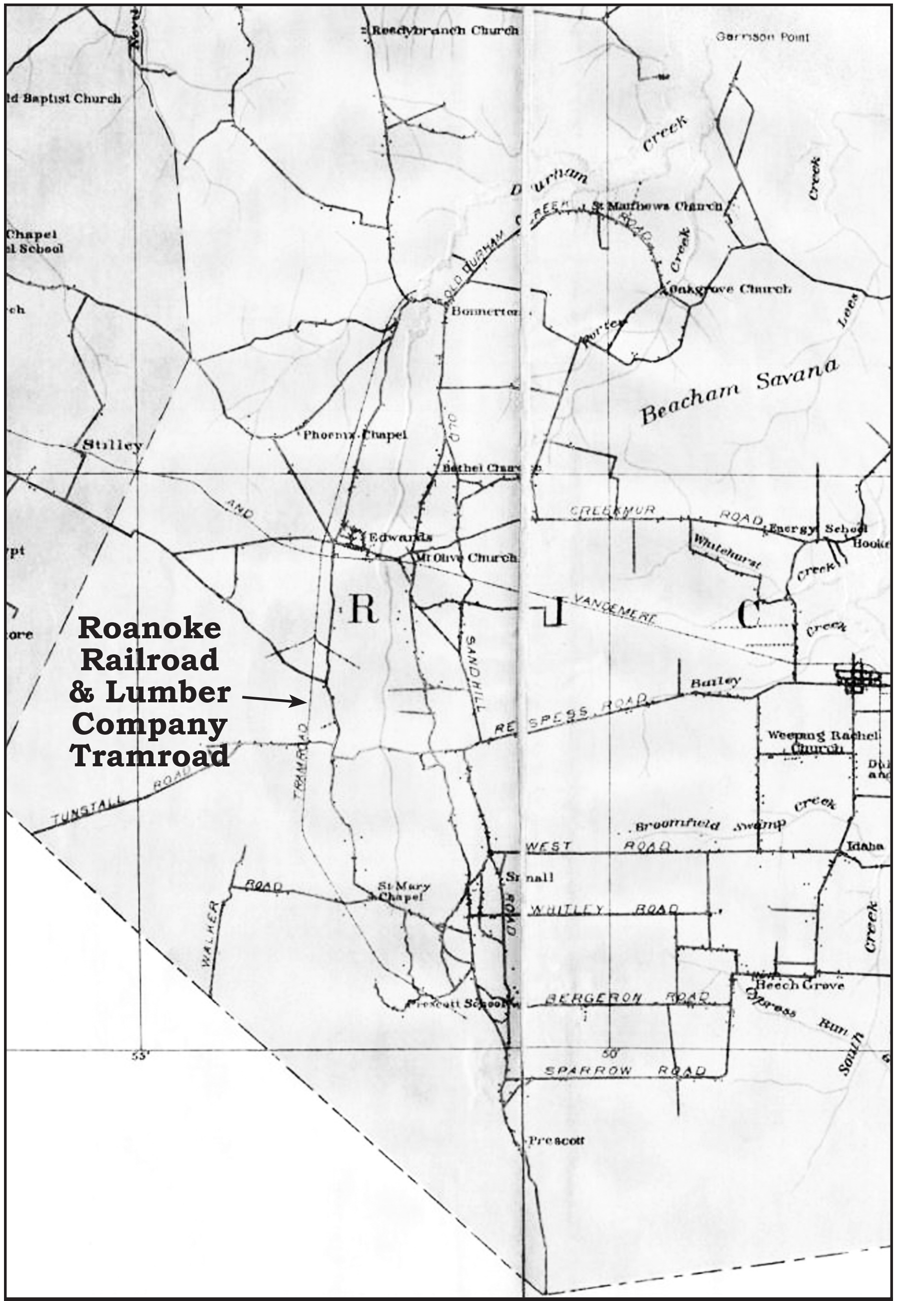
Another part of that same logging grade is described in a 1909 right-of-way deed. The document concerned a separate property near the Beaufort-Pamlico County line (Beaufort County Deed Book 154, page 363). It referred to an earlier, 1905 right-of-way deed recorded on page 446 of Beaufort County Deed Book 150. That earlier deed noted that that a Roanoke Railroad & Lumber Company grade already existed in that same area. The 1905 document reads: "Beginning at Ben Swamp Run at T. B. Tunstall's line and with said T. B. Tunstall's line Southward to Pigpen Branch, thence up said Branch to the Beaufort & Pamlico 'R. R.' Railroad [assumed to be the earlier Roanoke Railroad & Lumber Company grade] to the Main Road, known as the Tunstall Road, thence to end with said Tunstall Road to Benj Cayton line and thence northward with a line of Marked of Blazed trees to the run of Ben Swamp, thence with the various courses of Ben Swamp to the first station or beginning to contain thirty five acres more or less."


AC-182
22
No. 7A
Cattle Guard
T. R.
W. H
WHITLEY
(From T R Boyd & Wife)
O F Leighton & Co Spur
Match Mark for beginning
(Crossing Logging Road from Roanoke RR & Lbr Co)
WHITLEY
Boyd
W. H
(From TR.
Town Limit
W. H
WHITLEY
L H REDDITT
W H EDWARDS
L C TRIPP
D ROOKAPPE
W H WHITLEY
(T R Boyd)
(From Edwards Mfg Co)
(From T R Boyd & W f.)
Covered Platf. 25x35
W H WHITLEY
L H REDDITT
(Edwards Mfg Co)
(A M Edwards

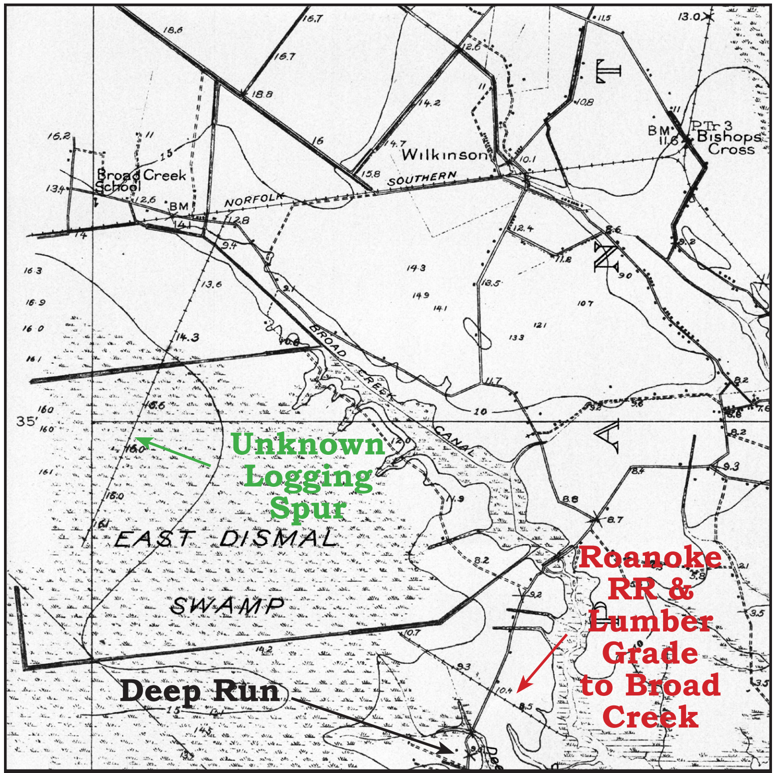
10-1917 Washington & Vandemere RR Valuation Map

On the west side of the community of Edwards, the right-of-way built by the Roanoke Railroad & Lumber Company was still being used as late as 1917. Figure 10 shows the logging line on the 1917 Washington & Vandemere Railroad Valuation map of Valuation Section 6, Sheet 7. But in 1912 and thereafter, the Interstate Cooperage Company began operating trains over this former Roanoke Railroad & Lumber Company right-of-way. Much of the entire right-of-way is visible in Figure 11, which comes from the 1908 map *Beaufort County North Carolina Geological and Economic Survey*.

Figure 12 is part of the 1914 USGS map of the Belhaven Quadrangle. A logging spur is visible originating from


Roanoke Railroad & Lumber Company Tramroad
Readybranch Church
Garrison Point
Baptist Church
Durham Creek
St Mathews Church
Chapel School
Bonnerton
Oakgrove Church
Porter Creek
Beacham Savana
Stilley
Phoenix Chapel
Bethel Church
Creekmur Road
Energy School
Edwards
Mt Olive Church
Whitehurst Creek
R
I
C
Vandemere
Sandhill
Respess Road
Bailey
Weeping Rachel Church
Tramroad
Tunstall Road
Broomfield Swamp
West Road
Idaho
Small
Road
Whitley Road
St Mary Chapel
Walker
Bergeron Road
Beech Grove
Cypress Run
Prescott School
Sparrow Road
Prescott
South Creek

11-1908 Roanoke Railroad & Lumber Company Grade


Unknown Logging Spur
Roanoke RR & Lumber Grade to Broad Creek
Deep Run
Wilkinson
Southern
Norfolk
Broad Creek School
BM
Bishops Cross
Broad Creek Canal
East Dismal Swamp
T
N
A
35'

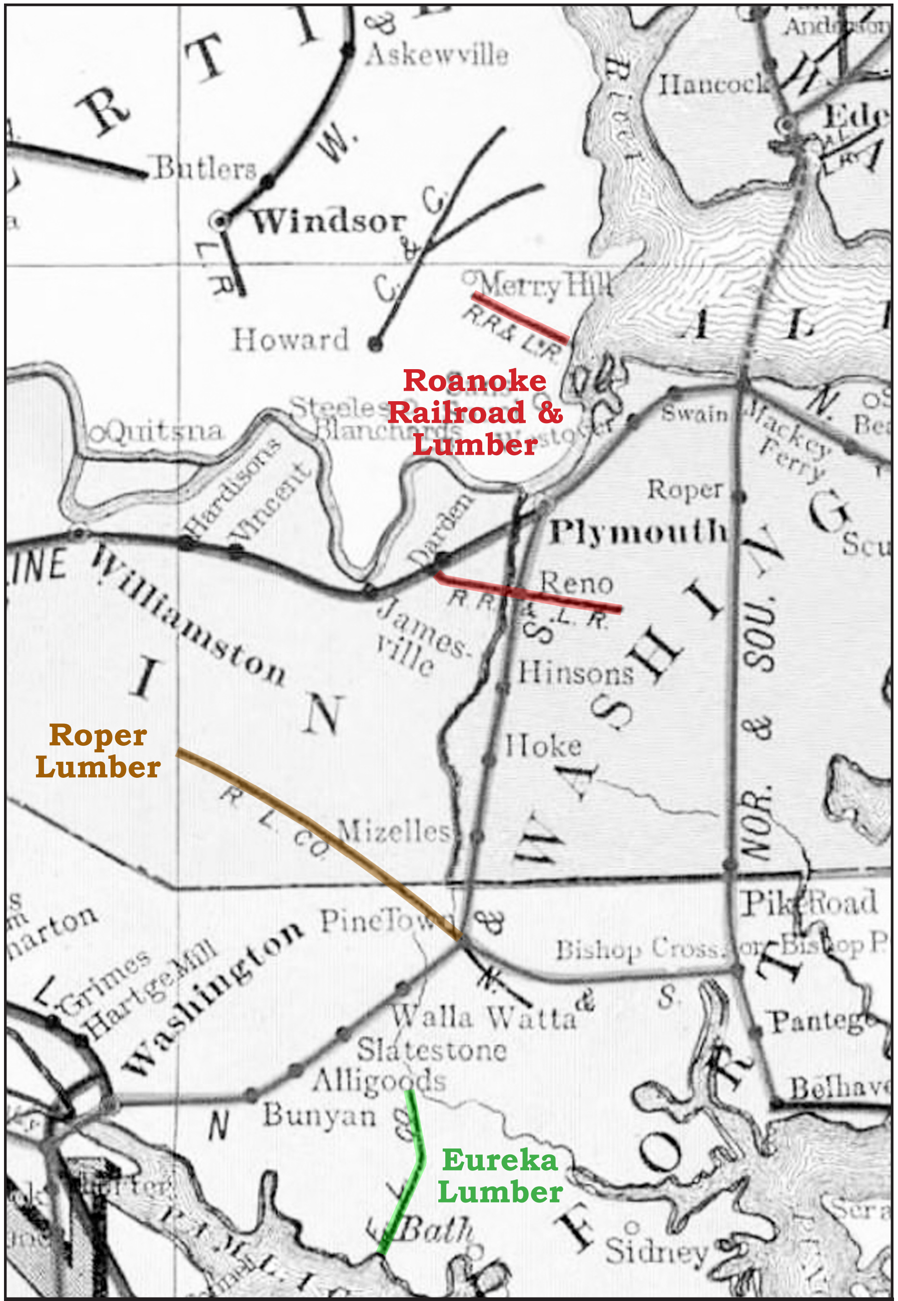
12-1914 USGS Map of the Belhaven Quad.

the Norfolk Southern Railroad immediately east of the crossing of Broad Creek. The author could not determine which logger operated from this spur. Farther south, a Roanoke Railroad & Lumber Company grade is observed to have its log dump at on Broad Creek, near Deep Run. Some of that right-of-way was secured via a 1904 deed recorded on page 180 of Beaufort County Deed Book 126. Another deed identifies Plum Tree Landing as the exact place on Broad Creek where this line terminated (Beaufort County Deed Book 126, page 196). Yet another deed further described the log dump associated with this track. It was located at Derry's Point (Beaufort County Deed Book 127, page 358).

Beginning in 1904, the Roanoke Railroad & Lumber Company developed a tram railway on Goose Creek Island in Pamlico County. The first timber purchased in that operation was located in the vicinity of Sand Hill Road and J. B. Sawyer Road (Pamlico County Deed Book 36, page 587). Neither of these names could be found on modern Pamlico County maps. The route used by this tram could not be established with certainty. However, the right-of-way currently occupied by Lowland Road is a likely possibility. It follows a favorable path over land elevated above the surrounding swampland.

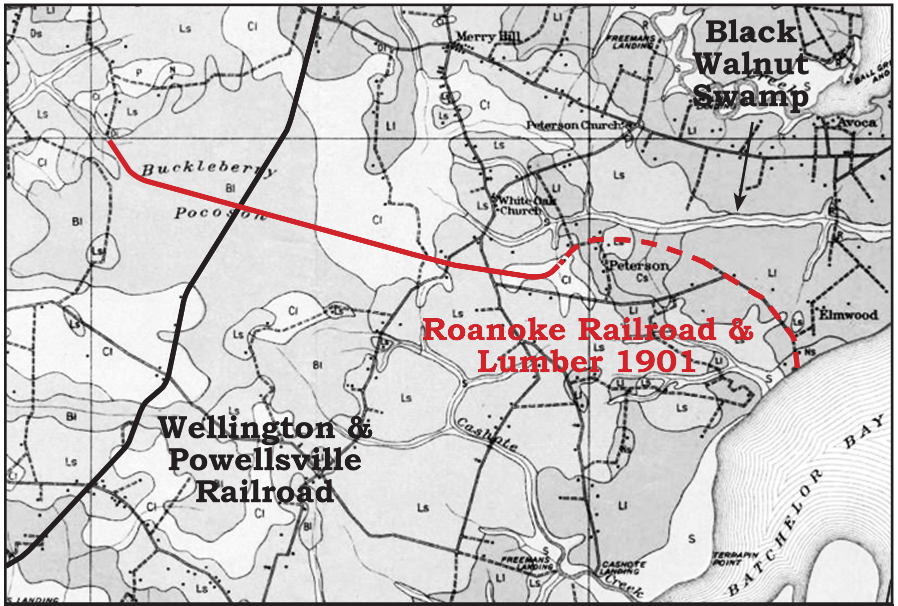
In 1904, the Roanoke Railroad & Lumber Company built a spur which originated from the Washington & Plymouth Railroad immediately east of Washington. It traversed a tract of land called Honey Pod Farm, in the region of modern-day Honey Pod Farm Road (Beaufort County Deed Book 127, page 201).

Another Roanoke Railroad & Lumber Company grade travelled toward the southwest from Pinetown. It is mentioned in a 1909 deed recorded on page 129 of Beaufort County Deed Book 157. This track was acquired from Surry Parker in 1905 (Beaufort County Deed Book 133, page 176).


Askewville
Butlers
Windsor
Hancock
Merry Hill
Howard
Roanoke Railroad & Lumber
Quitsna
Steeles
Blanchards
Swain
Mackey Ferry
Roper
Plymouth
Hardisons
Vincent
Darden
Reno
Williamston
Jamesville
Hinsons
Hoke
Roper Lumber
Mizelles
Pike Road
Pinetown
Bishop Cross
Washington
Grimes
HartgeMill
Walla Watta
Slatestone
Alligoods
Bunyan
Pantego
Belhaven
Eureka Lumber
Bath
Sidney
WASHINGTON
MARTIN
BEAUFORT

13-1909 *Railroad Map of North Carolina*

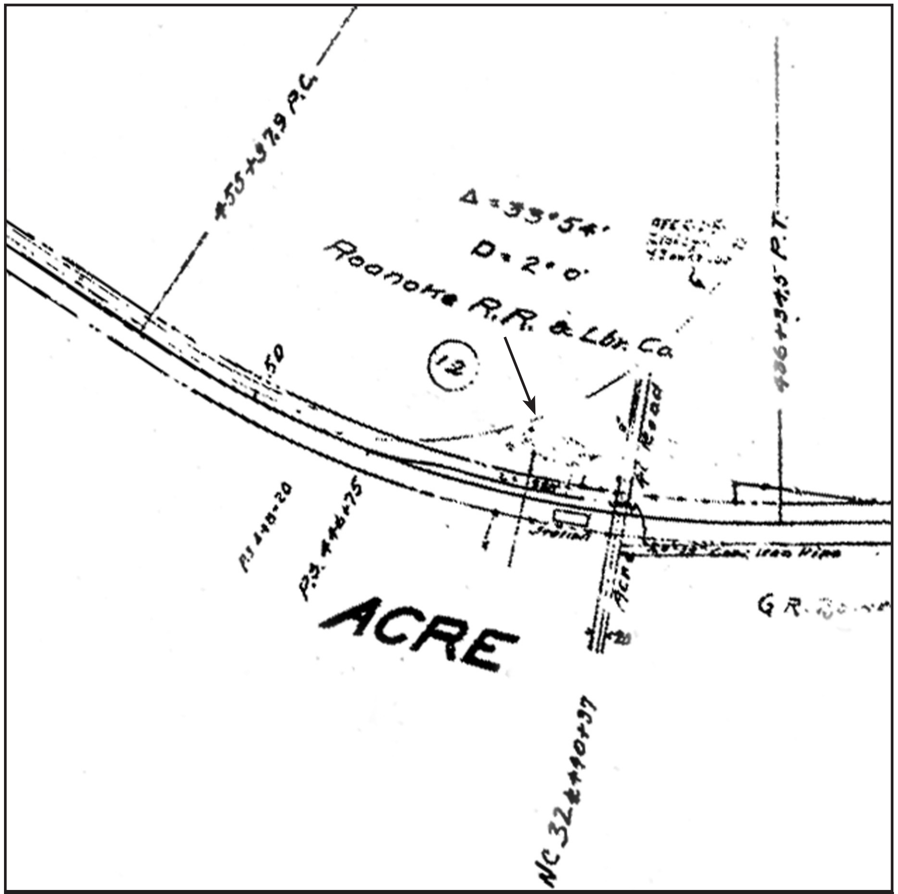
Figure 13 displays part of the 1909 *Railroad Map of North Carolina*. Red highlighting identifies a Roanoke Railroad & Lumber Company grade in Bertie County and another right-of-way which originated at Reno, in Washington County, and extended into Martin County. The Bertie County grade is shown in Figure 14. In that county, the Roanoke Railroad & Lumber Company began buying timber rights in Merry Hill Township in 1901. A railway was constructed which started at a log dump on Batchelor Bay and headed in a northwesterly direction to and beyond Buckleberry Pocosin. Bounds mentioned in right-of-way deeds include the main road from Merry Hill to Cashoke (Bertie County Deed Book 115, page 394), Bear Swamp, now known as Wading Place Creek (Deed Book 117, page 9), and Cashoke Road and Black Walnut Swamp (Bertie County Deed Book 117, page 278).


Black Walnut Swamp
Merry Hill
Buckleberry Pocosin
Peterson Church
White Oak Church
Peterson
Avoca
Elmwood
Roanoke Railroad & Lumber 1901
Wellington & Powellsville Railroad
Cashoke
Batchelor Bay
Freemans Landing
Cashoke Landing
Terrapin Point

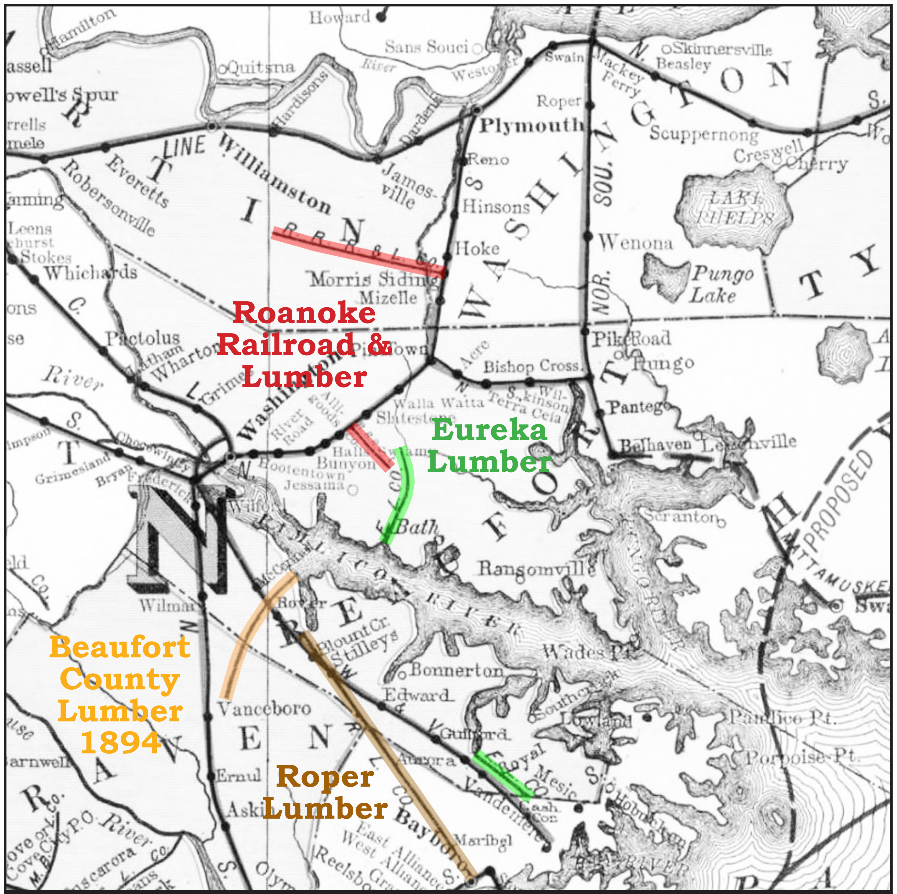
14-Railroad Grades in Southeast Bertie County

Figure 15 comes from the 1914 Norfolk Southern Railroad Valuation map of Valuation Section 7, Sheet 7, in Beaufort County. A Roanoke Railroad & Lumber Company logging spur is visible. It originated immediately west of Acre Station.

Figure 16 comes from the 1917 *Railroad Map of North Carolina*. Along the course of the Washington & Plymouth Railroad (by then operated by the Norfolk Southern Railroad) blue arrows show two Roanoke Railroad


455+37.9 P.C.
Δ=33°54'
D=2°0'
Roanoke R.R. & Lbr. Co
12
486+34.5 P.T.
50
P.S. 448+20
P.S. 446+75
Station
Acre Road
ACRE
G.R.
NC 32 & 490+37

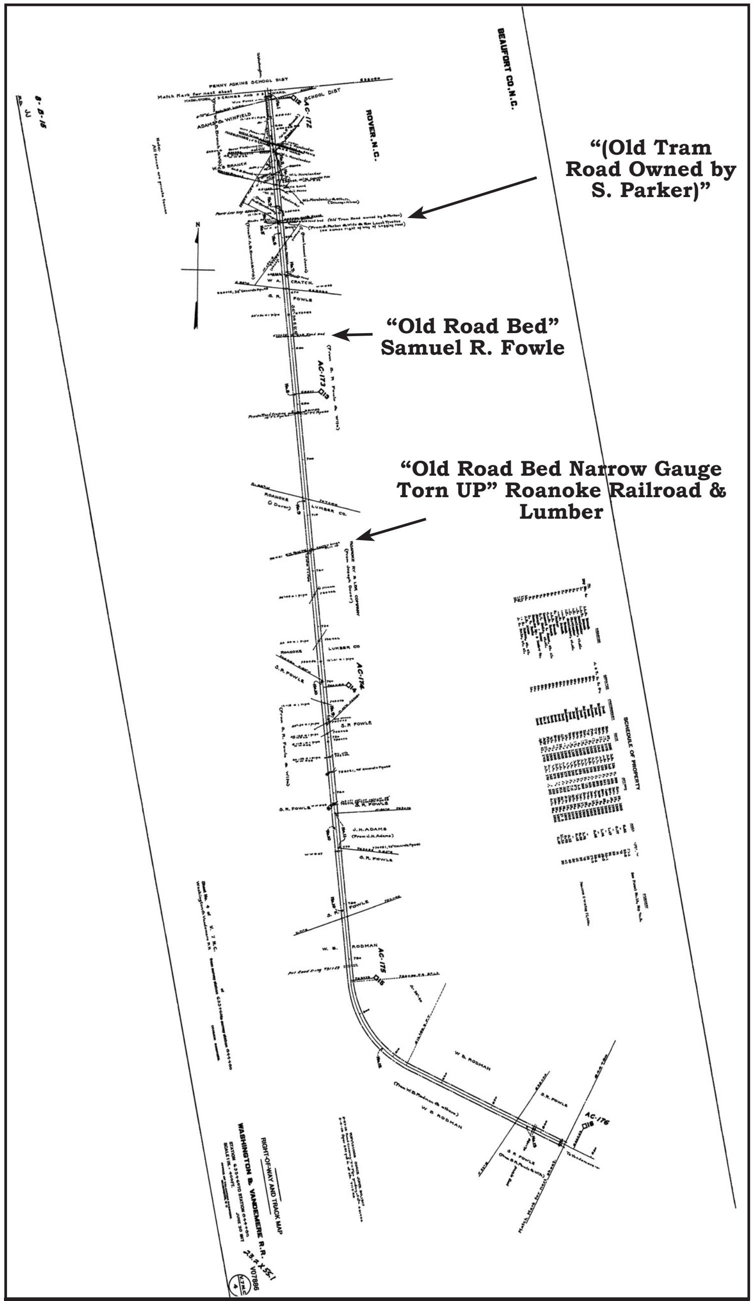
15-1914 Norfolk Southern RR Valuation Map at Acre


Roanoke Railroad & Lumber
Eureka Lumber
Beaufort County Lumber 1894
Roper Lumber

16-1917 *Railroad Map of North Carolina*

& Lumber Company logging lines. One originated from Morris Siding in Washington County. The other connected with the Norfolk Southern between Alligoods and Slatestone, in Beaufort County. Grades operated by the Eureka Lumber Company, Beaufort County Lumber Company, and John L. Roper Lumber Company are also visible.

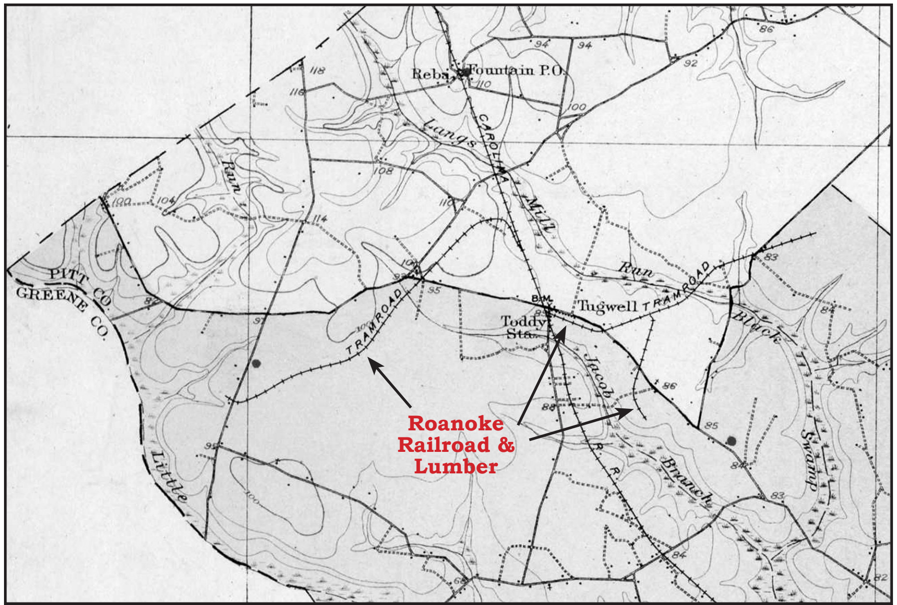
Figure 17 shows the 1917 Washington & Vandemere Railroad Valuation map of Valuation Section 7, Sheet 4. Rover Station is at the top of this image. Note “Old


“(Old Tram Road Owned by S. Parker)”
“Old Road Bed” Samuel R. Fowle
“Old Road Bed Narrow Gauge Torn UP” Roanoke Railroad & Lumber

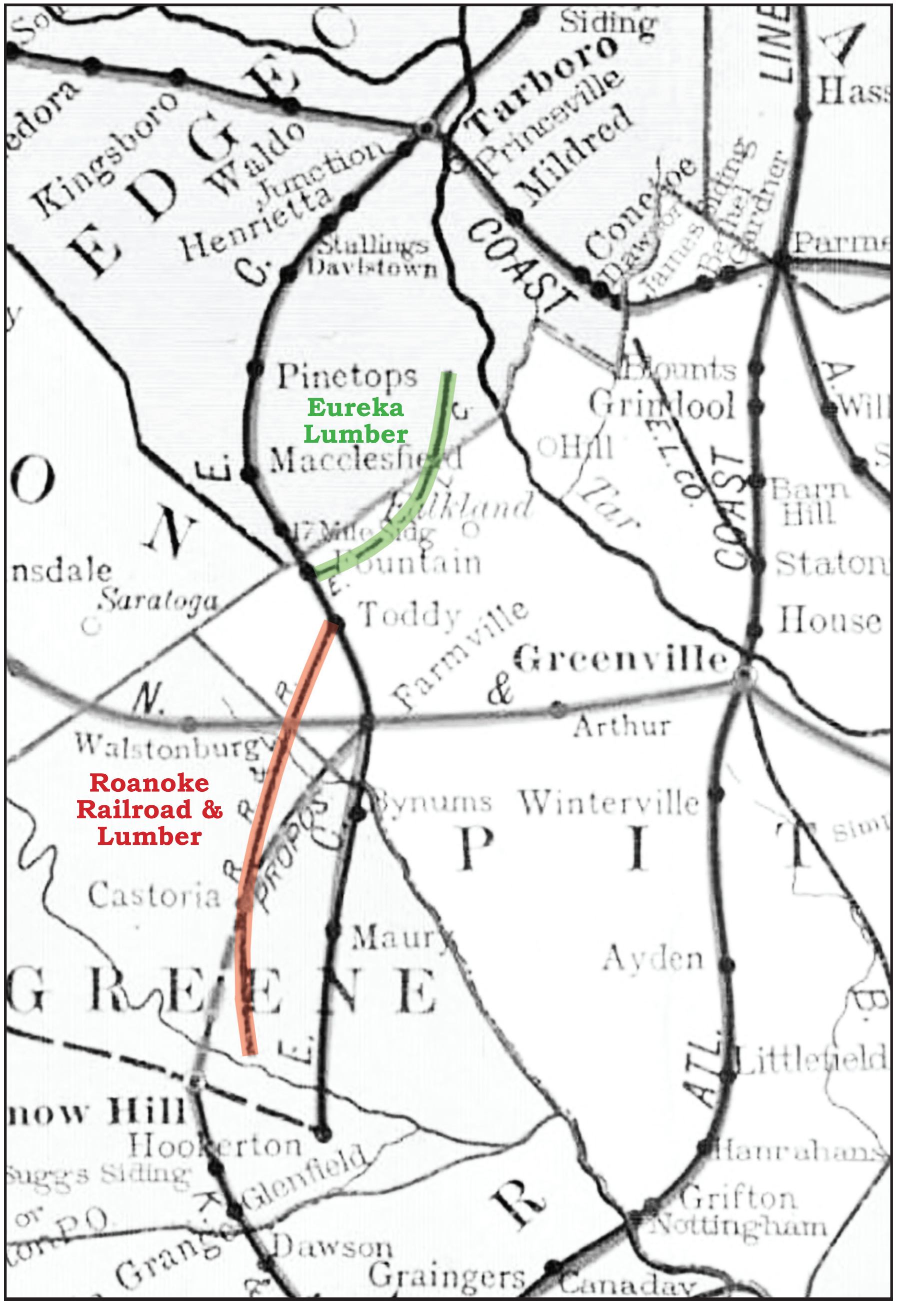
17-1917 Washington & Vandemere RR

Road Bed Narrow Gauge Torn Up" which crossed the Washington & Vandemere Railroad. The surrounding property was still owned by the Roanoke Railroad & Lumber Company, which probably used this narrow-gauge right-of-way when it was in operation. Later, much of that particular logging grade became a CCC road.

In Pitt County, the Roanoke Railroad & Lumber Company commenced purchasing timber rights in 1892. Between 1898 and 1902, a series of right-of-way deeds were obtained in Farmville Township. One of them, signed in 1900, included the south side of Stantonville Road as a bound (Pitt County Deed Book U6, page 512). This right-of-way appears in Figure 18, which comes from the 1906 *Pitt County North Carolina Geological and Economic Survey* map. Another part of the company's railroad in this area appears on the 1909 *Railroad Map of North Carolina*, part of which is reproduced in Figure 19. That year, the


Rebs
Fountain P.O.
Langs
CAROLINA
Mill
Run
PITT CO.
GREENE CO.
TRAMROAD
Toddy Sta.
Tugwell
TRAMROAD
Run
Black
Jacob
Branch
Swamp
Little
Roanoke Railroad & Lumber

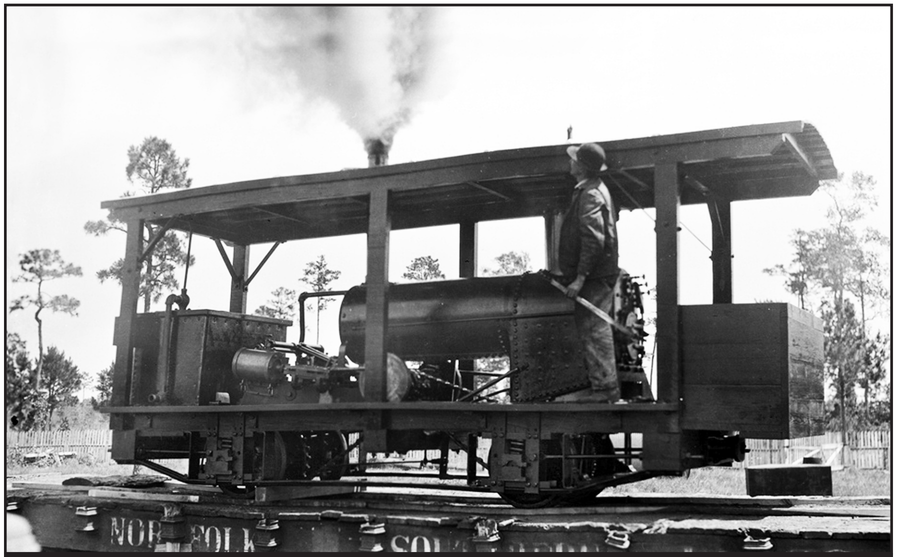
18-1906 Roanoke RR & Lumber Co. Grades in Pitt Co.


Siding
Tarboro
Princeville
Mildred
Kingsboro
Waldo
Junction
Henrietta
Stallings
Davistown
EDGECOMBE
COAST
Conetoe
LINE
Hass
Parme
Pinetops
Eureka Lumber
Macclesfield
Falkland
Blounts
Grimesland
Hill
Fountain
Toddy
Farmville
Saratoga
Barn Hill
Staton
House
Greenville
Arthur
Walstonburg
Bynums
Winterville
Roanoke Railroad & Lumber
Castoria
PROPOSED
Maury
PITT
Ayden
GREENE
Littlefield
Snow Hill
Hookerton
Suggs Siding
Glenfield
Hanrahans
Grifton
Nottingham
Dawson
Grainger
Graingers
Canaday

19-1909 *Railroad Map of North Carolina*

Roanoke Railroad & Lumber Company grade (highlighted in brown in this figure) originated at the community of Toddy and travelled south into Green County.

The company purchased another right-of-way situated in both Pitt (Chicod Township) and Beaufort (Chocowinity Township) Counties from Alston Grimes in September 1911 (Pitt County Deed Book V9, page 548). Grimes had obtained part of that right-of-way in August 1911 from E. S. and Margaret Elks (Beaufort County Deed Book 168, page 188). Those grantees probably were the Stanley and Margaret Elks who resided in Chocowinity Township of Beaufort County when the 1910 Federal census was taken. Their Chocowinity Township home was at about the place where Hodges Road turns into Dixon Road. The southern part of this right-of-way entered Beaufort County while the northern terminal was on Tar River.



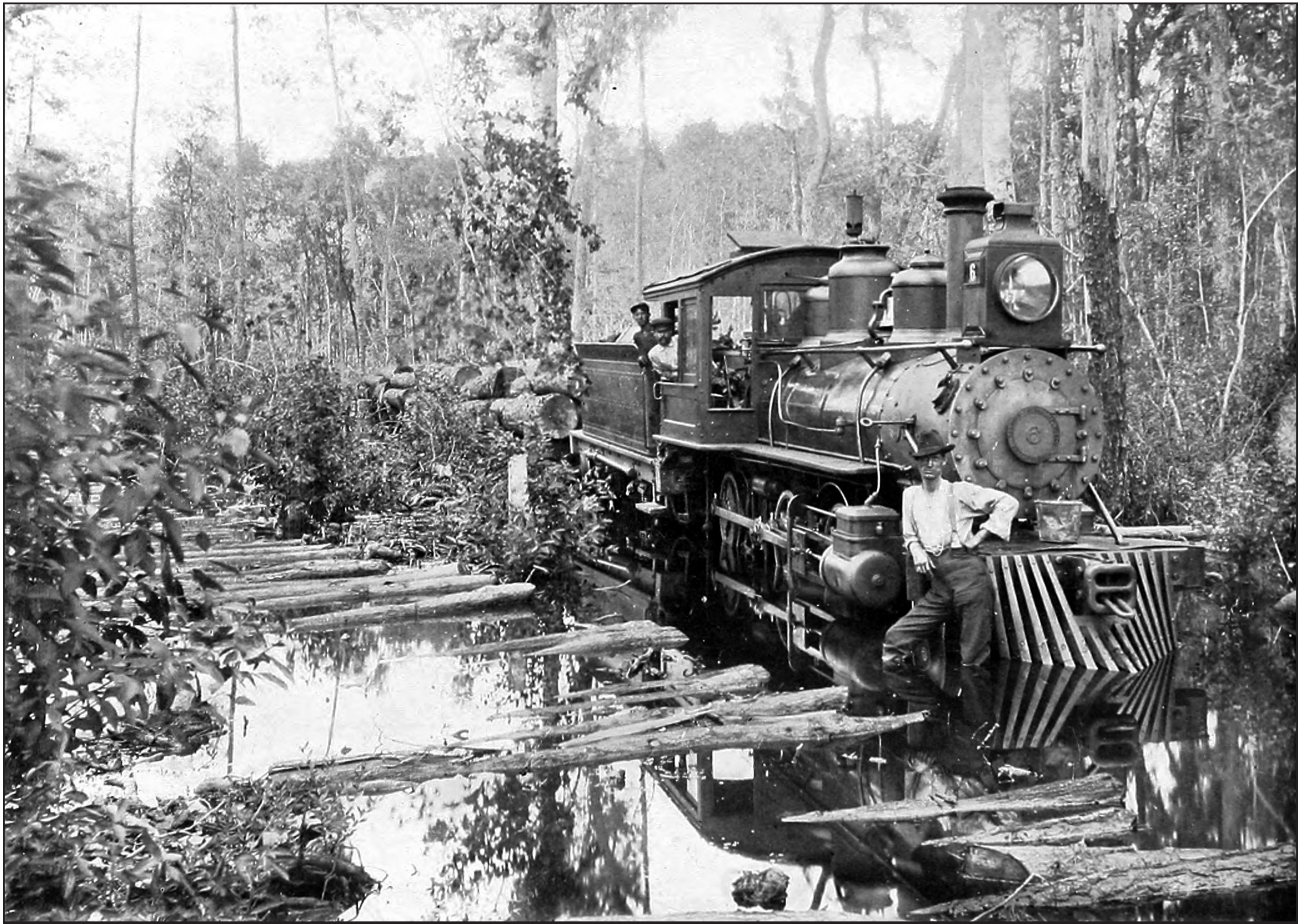
20-Circa 1910 A Surry Parker Engine at Pinetown

Aside from his work with the Roanoke Railroad & Lumber Company, **Surry Parker** owned his own business at Pinetown which manufactured logging machinery and locomotives. Figure 20 is a circa 1910 photograph preserved at the State Archives of North Carolina. It displays one of the locomotives built by Surry Parker at Pinetown. The engine seen on the cover of this book was another.

Parker logged several parcels of timberland that belonged to him personally. His company was especially adept at logging in swampy areas of Beaufort County. Logs laid crosswise, beneath the railroad ties, were used to provide a relatively stable roadbed across soft, watery ground. Figure 21 comes from Surry Parker's 1912 catalog of logging and hoisting machinery.

The first was purchased in September 1893 (Beaufort County Deed Book 84, page 316). It was located in Long Acre Township, on the west side of the Roanoke Railroad & Lumber Company railroad.

On December 20, 1900, Parker bought the Bath Township railroad and logging outfit that **John B. Killingsworth** had operated over the previous two years (Beaufort County Deed Book 109, page 518). The sale included a log landing on the north side of Pungo Creek, "one locomotive and tender, three cars, one track laying bogie, one pump car, one steam logging machine which was built by the Parker [company] and sold to the said Killingsworth during July 1899, two miles or 704 [in number] steel rails of 20 lbs to the yard, one mile or 376 [in number] steel rails of 25 lbs to the yard . . . certain rights of way over and across the lands of Wm Edwards [in another right-of-way deed, Edwards was said to have resided on the east side of Pungo Creek] and H. T. Keech . . . and buildings consist of two near where the said



21-Photograph of a Surry Parker Right-of-Way with Log Train and Crew Posing in a Swamp railroad intersects the County public road and two in the woods at the camps of the said Killingsworth . . .” In the 1910 Federal census of Bath Township, Henry T. Keech resided in Yeatesville Precinct. A precise location for this railroad could not be determined.

A deed signed March 14, 1905 (recorded on pages 259-269 of Beaufort County Deed Book 131) contains extensive information about a Surry Parker tram railroad which originated on the west bank of Blounts Creek, in Chocowinity Township. Therein, **William Marvin** of Findlay, Ohio granted a 10,237-acre tract to Parker. The sale price was $90,000. Included with the parcel were various other assets including a sawmill on Blounts Creek, a barge named *Jennie Marshal*, the schooner *Protector*, a gas boat *Nellie Sartoris*, a blacksmith shop, machine shop, and several 50-foot-wide railroad rights-of-way (one of which already contained a segment of railroad constructed while Marvin owned the property).

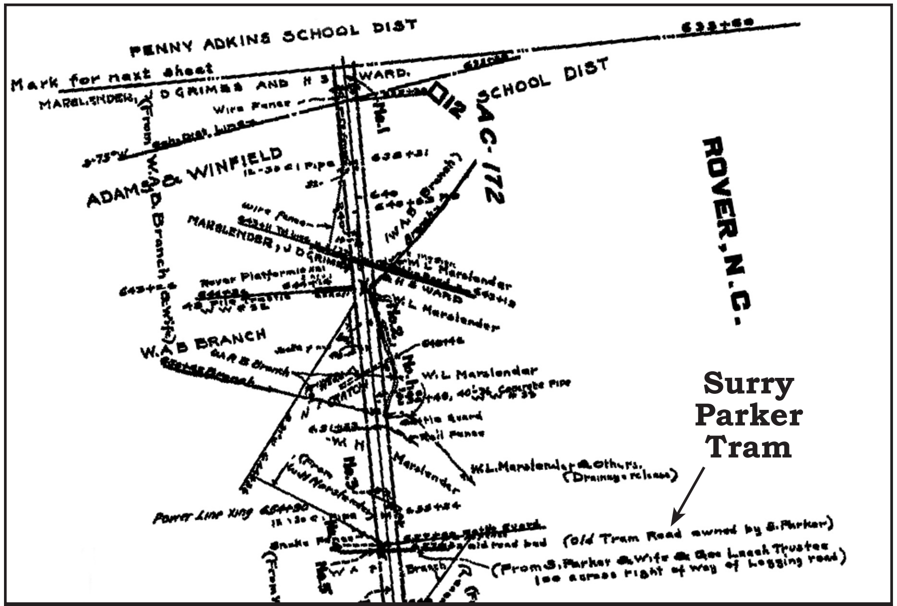
Bounds mentioned in the northern portion of the land obtained from Marvin include “Blounts Creek about 100 yards below Cotton Patch Branch at the mouth of Spring Branch,” “the old tram road [one probably built by the S. R. Fowle Lumber Company] south of the said [James W.] Cratch’s house,” “Shepherd’s Run,” and “Hog Hole Branch.” Farther south, the border between Beaufort and Craven Counties occurs several times as a bound. Two parcels in that area were on Gray Road (also see Beaufort County Map Book 4, page 42). The southernmost part of this land was in Craven County. Bounds mentioned there include Cabbin Neck, the east and north sides of Big Swift Creek, “Parmeto [sic Palmetto] Swamp,” and “the head of Maul Swamp.”

After only six months, on September 16, 1905 Surry Parker sold all these assets to the **Albemarle Lumber Company**. That business was incorporated in 1903 with headquarters in Perquimans County at Hertford (Beaufort County Deed Book 134, page 153). During his ownership, Parker made improvements to the properties which amounted to less than $10,000. Additional assets mentioned in the September sale included “all railroads laid upon the said land, and all railroad material thereon, one locomotive, six cars, one logging machine made by Marvin Machine Works [of Findlay, Ohio] . . .”

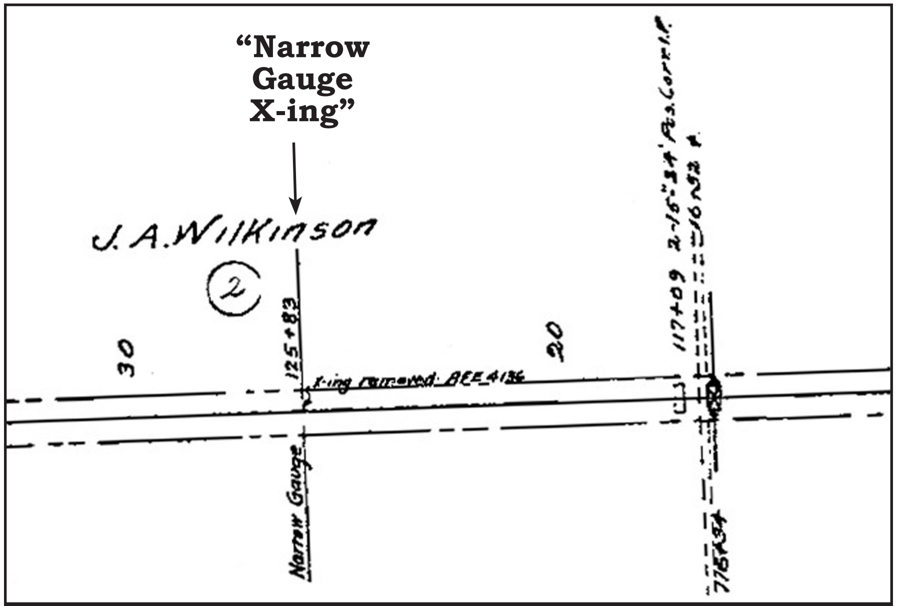
The place where this grade was crossed by the Washington & Vandemere Railroad, when that line was under construction circa 1906, is visible on a 1917 map of Valuation Section 7, Sheet 4. Part of that Valuation map is reproduced in Figure 22. This figure enlarges part of the image seen in Figure 17. On November 24, 1905 Surry Parker sold the right to cross his preexisting tram road at that location to the Washington & Vandemere Railroad. The document was recorded on page 201 of Beaufort County Deed Book 137. Therein, the Surry Parker tram road was described as “the said logging railroad was constructed by W. M. Marvin and is known as the Marvin Road.”

Parker’s tram road led west from Blounts Creek and then turned south. Using 1938 aerial photographs, it can be traced to a point north of the border between Beaufort and Craven Counties. That it actually reached the properties Parker controlled in Craven County could not be confirmed by the author.

A narrow-gauge railroad grade of unknown ownership crossed the Pinetown Cutoff of the Norfolk Southern Railroad approximately 0.9-mile west of Wilkinson. It is visible in Figure 23, which is part of the 1914 Norfolk Southern Railroad Valuation map of Valuation Section 7, Sheet 9.


PENNY ADKINS SCHOOL DIST
Mark for next sheet
SCHOOL DIST
AC-172
ROVER, N.C.
ADAMS & WINFIELD
W.A.B BRANCH
Surry Parker Tram
(old Tram Road owned by S. Parker)

22-1917 Washington & Vandemere RR Valuation Map


"Narrow Gauge X-ing"
J. A. Wilkinson
2
30
20
125+83
Narrow Gauge

23-1914 Norfolk Southern RR Valuation Map

Describing the **Kugler Lumber Company**, the circa 1885 *Historical and Descriptive Review of the State of North Carolina* reported "G. W. Kugler and Son started four years ago and has built up, in a remarkably short space of time, the large custom we find them enjoying today. This mill in Washington is located on the river, and with a frontage of three hundred yards enjoys every convenience for receipt and shipment of material, the coast wise vessels loading right at their wharf. . . . Their mill at Smith's Creek, Pamlico County, is likewise provided with the latest improved machinery, has an engine of forty-horse power and saws of sixty inches."

The company used a logging railroad as early as 1889, when Geo. W. Kugler & Sons was reported operating at both Washington (in Beaufort County) and Oriental (in Pamlico County) in *The Official Railway List*. The publication did not disclose the location of the company railroad. In Beaufort County, the only pre-1890 timber deeds recorded by the Kugler Lumber Company were for 430 acres in 1885, located "at the head of Chocowinity Creek" (Beaufort County Deed Book 60, page 61) and 99 acres in 1887 on Deep Run, on the north side of the Pamlico River (Beaufort County Deed Book 69, page 122).

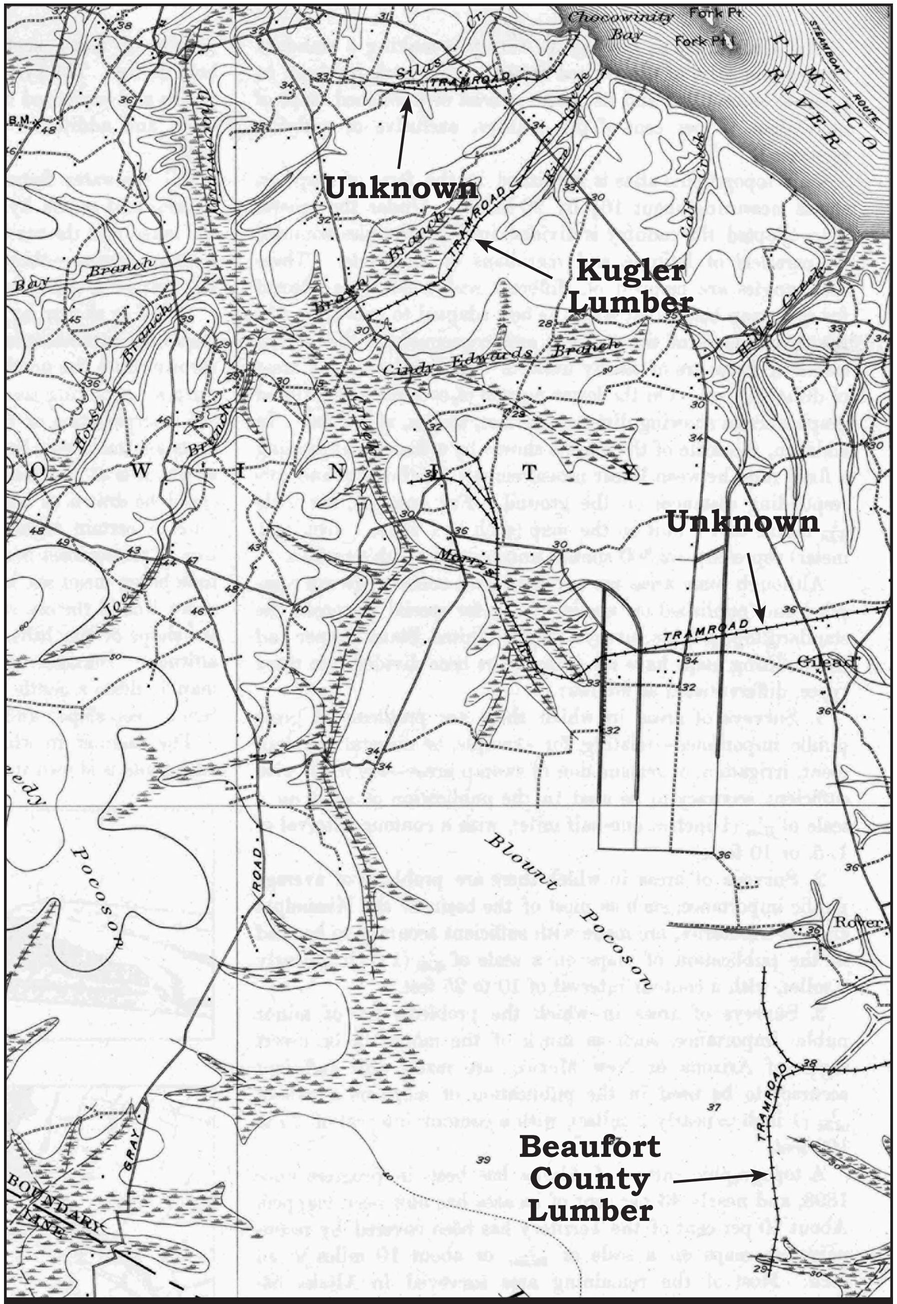
It seems likely that in 1889, the railroad described in *The Official Railway List* was in Pamlico County. In 1885, Kugler bought a sawmill located near Oriental, on the east side of Smith Creek (Pamlico County Deed Book 13, page 288). In 1886, George W. Kugler & Sons (Victor E. and James H. Kugler) acquired two oxen yokes, three timber carts, one buggy, and 150,000 board-feet of logs from R. D. Hodges. All were to be delivered to Kugler's mill on Smith Creek (Beaufort County Deed Book 14, page 260).

Kugler's railroad in Pamlico County probably was not connected directly with the mill at Oriental. There seem to have been two separate grades which terminated at log dumps four or five miles northeast of the mill.

In a deed dated October 16, 1887 George W. Kugler & Sons obtained a right-of-way for a tram road "Beginning at Stave Landing, near the head of Lower Broad Creek and runs as near in the old timber road as possible that leads out to where old Saints Delights Church stood before it fell down . . ." (Pamlico County Deed Book 17, page 22).

A separate, October 24, 1887 deed granted a right-of-way "beginning on the side of Brown's Creek below the Bridge Runs Westerly to So z [sic] Corner of Georg H. Paul's farm then along the outside of his fence Westerly to Amos Matlock's Land then beginning in the Mann Road running the most convenient way along the side of the Mann Westwardly to Jenson and Buoklies land Near Haw Branch" (Beaufort County Book 17, page 172). An extension of this grade was obtained on January 29, 1889 when timberland was acquired on the south side of Bay River. The property was further described as being on the north side of Lower Broad Creek and at the head of Brown's Creek (Pamlico County Deed Book 16, page 385).

The Kugler Lumber Company was formally incorporated on February 25, 1890. The 1907 edition of American Lumberman's *Register of Sawmill Equipment* includes a listing for the Kugler Lumber Company at Washington and mentions only that a railroad was associated with the business. In the years leading up to 1907, numerous parcels of land and timber rights were obtained by the company. These were situated in various parts of Beaufort County. Most of those acquisitions included easements


Chocowinity Bay
Fork Pt
Fork Pt
PAMLICO RIVER
STEAMBOAT ROUTE
Silas Cr
TRAMROAD
Unknown
Kugler Lumber
Unknown
TRAMROAD
Gilead
Rover
TRAMROAD
Beaufort County Lumber
Bay Branch
Horse Branch
Cindy Edwards Branch
Calf Creek
Hills Creek
Blounts Pocoson
Pocoson
ROAD
BOUNDARY LANE
GRAY
TWINITY
Morris

24-1904 USGS Map of the Vanceboro Quadrangle for access and some specifically allowed construction of a railroad.

Deed records confirm that the Kugler Lumber Company constructed one or more segments of railroad in Richland Township. In 1901, a right-of-way was granted over property in the area near Nevil Creek (Beaufort County deed Book 113, page 298). Multiple tracts of land were acquired in a 1904 deed (Beaufort County deed Book 123, page 476). Those parcels were located "on the east side Blount's Creek on the Mauls Point road . . . on the north side of the road leading to Corr [sic] Point . . . on the West side of Nevell's [sic] Creek . . . on the East bank of Blount's Creek . . ."

One definite Kugler right-of-way is visible on a 1949 aerial photograph of the area described in a deed recorded on page 317 of Beaufort County Deed Book 126. Bounds of that parcel began on Nevil Creek at the mouth of Jack Creek and ran up Jack Creek, toward the west, before turning south and eventually returning to Nevil Creek. That right-of-way is included in the map at the beginning of this chapter.

Figure 24 is part of the 1904 USGS map of the Vanceboro Quadrangle. Four tram railroads are visible. One, which crossed Rice Creek and then paralleled Brown Branch, was used by the Kugler Lumber Company. A 1904 deed described this property with bounds that include Blounts Creek Road and Rice Patch Creek (Beaufort County Deed Book 125, page 230).

Numerous deeds were filed by the Kugler Lumber Company for Bath Township properties situated near Bath Creek and Duck Creek. Most of these documents included easements and the right to construct tramroads and railroads. The 1912 edition of *Register of Sawmill Equipment* listed four miles of railroad associated with the company. No railroad was mentioned in the 1915 edition of the same publication.

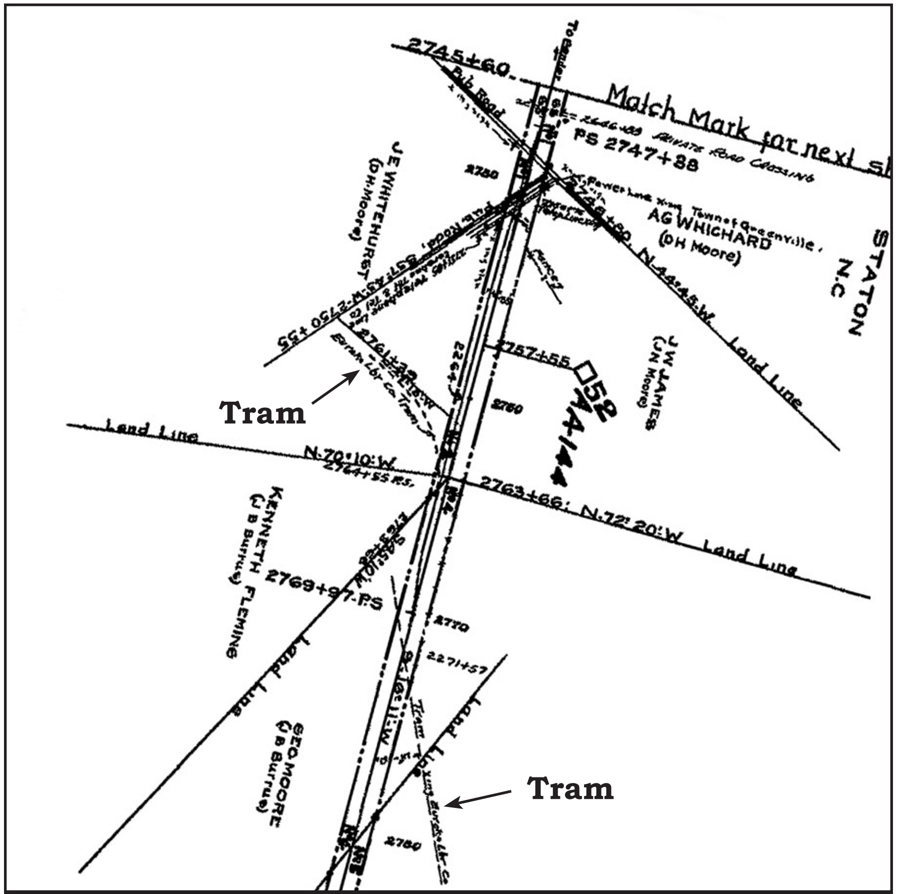
George T. Leach moved to Washington, North Carolina in 1894. In March of that year, along with George A. Phillips and W. T. Campen, Leach incorporated the **Eureka Lumber Company**. The company's mill was located at the west end of Main Street in Washington. The business operated several segments of logging railroad in Pitt County and at least two in Beaufort County. Two 1896 Pitt County right-of-way deeds suggest that at that time, there was a Eureka logging grade in Falkland Township (Pitt County Deed Book B6, page 249 and Book D6, page 14). The document recorded in Book B6 located one right-of-way on the west side of the road between Falkland and Tarboro. The author could not determine the origin and termination of this track.

The company restarted operations in this same area of Falkland Township about 1905. The company utilized a grade which originated at Fountain. That right-of-way is one of two highlighted logging lines visible in Figure 19. A 1905 right-of-way deed for part of this right-of-way mentions "Otter's Creek and Kitten Creek Road, leading from the Kitten Creek bridge to the Wilson Road" (Pitt County Deed Book E8, page 84). Another deed signed in 1907 confirms that previously, a Eureka logging grade existed in that area: "Beginning in the Kitten Creek, Mrs. Mary Dunn corner, running thence in a southerly direction with Mrs. Mary Dunn's line to the Eureka Lumber Company's old right of way, thence with the said right of way in a westerly direction to the mill path . . ." (Pitt County Deed Book T8, page 256). Logs hauled to Fountain were transported to Tarboro over the East Carolina Railway and dumped in Tar River for transport to the company's mill at Washington.

Another Pitt County Eureka Lumber Company grade originated north of Greenville, at a place named Staton (see Figure 19). The post office at Staton was called Alwood. In 1903, the company purchased several rights-of-way for this line. Most of those documents do not provide a reference to features which can be identified in modern times. However, Grindle Creek appears in one (Pitt County Deed Book Z7, page 43). The company's tram railroad crossed the mainline of the Atlantic Coast Line Railroad immediately south of Alwood. A spur from the tram line, at Staton, led to the mainline of the Atlantic Coast Line. These relationships are evident in Figure 25, which comes from the 1917 Atlantic Coast Line Valuation map of Valuation Section 5, Sheet 14. That map can be accessed at the NC Department of Transportation Val Map Finder website: https://experience.arcgis.com/experience/200d4546d19f4bbd9c7721e7fcdfbcac.

One more Eureka Lumber Company logging grade originated from the Atlantic Coast Line Railroad at Mount Olive, in Wayne County. It travelled southeast, into Duplin County. It is visible in the portion of the 1922 Railroad Map of North Carolina seen in Figure 14 of Chapter 1.

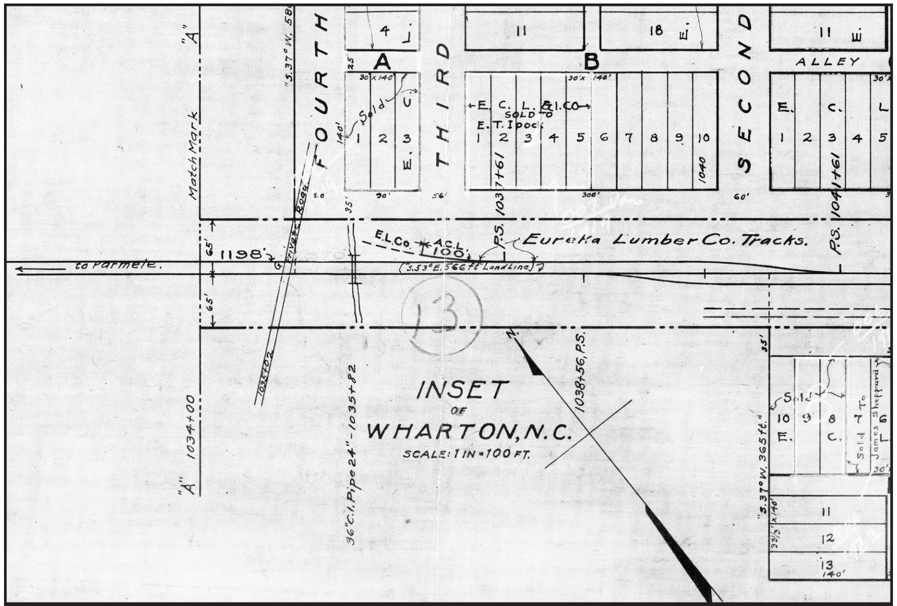
In Beaufort County, the Eureka Lumber Company mill at Washington is displayed in Figure 26. The image is from the collection of Sabin Leach. In 1899, west of Bath Creek, the company purchased timber rights on and a right-of-way over a tract of land located near the mouth of Duck Creek. A logging railroad was constructed which led north, as seen in Figure 17 of Chapter 1. A later, 1905 right-of-way deed for that grade mentioned "The Savannah," "Wolf Pit Branch," and "Oden Road" (Beaufort County Deed Book 133, page 193). Modern-day Boyd Loop Road represents part of this old grade. A 1909 deed suggested that this track reached as far north as Pungo Swamp (Beaufort County Deed Book 164, page 568).


2745+60
Match Mark for next sh
PS 2747+88
Private Road Crossing
JE WHITEHURST (DH Moore)
AG WHICHARD (DH Moore)
STATON N.C
N.44°45'W. Land Line
JW JAMES (JN Moore)
2757+55
52 V-A-4/14
Tram
Land Line
N.70°10'W.
2763+66: N.72°20'W. Land Line
KENNETH FLEMING (JB Burruss)
2769+97 PS
Land Line
GEO MOORE (JB Burruss)
Tram
2780

25-1917 Eureka Tram on A. C. Line RR Valuation Map

Another Eureka Lumber Company right-of-way originated in Richland Township on South Creek, southeast of Aurora (Beaufort County Deed Book 127, page 199). At the time this document was signed in February 1904, the company already had a logging camp on the property. This right-of-way was sold on July 21, 1906 to the Washington and Vandemere Railroad and became part of its mainline (Beaufort County Deed Book 140, page 155).

26-Eureka Lumber Company Mill at Washington, NC

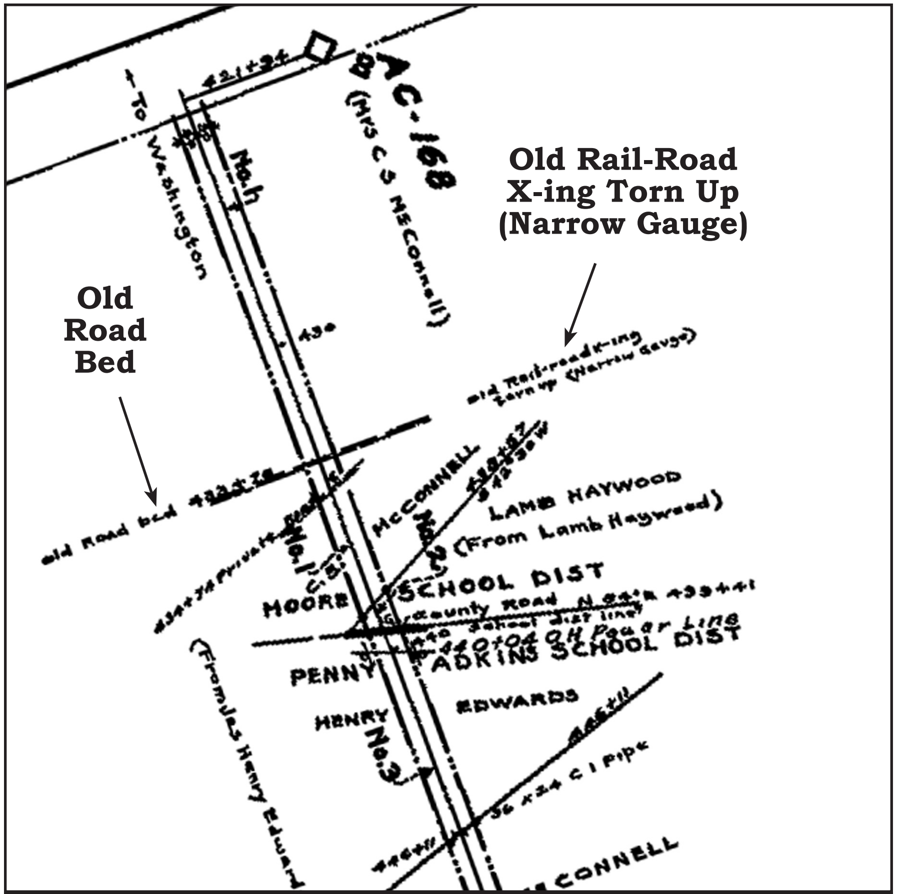


27-1917 Wharton, NC on A. C. Line RR Valuation Map

In Washington Township, an extensive Eureka Lumber Company grade connected with the Atlantic Coast Line Railroad on the west side of Wharton, a community located east of Latham. The switch leading to this track is visible in Figure 27 as an insert on the 1917 Atlantic Coast Line Railroad Valuation map of Valuation Section 6, Sheet 5. This right-of-way was in operation by 1905, when timber was purchased on property in the region of Horse Pen Swamp and Tranter's Creek (Beaufort County Deed Book 137, page 346, which refers to a map on page 163 of Beaufort County Deed Book 102).

Approximately 0.75-mile north of McConnell was the location of a tram railway built by an undetermined owner. It was included in the 1917 Washington & Vandemere Railroad Valuation map of Valuation Section 7, Sheet 3, part of which is seen in Figure 28. Thereon, the grade appears as "Old Road Bed . . . Old Rail-Road X-ing Torn Up (Narrow Gauge." It also appears on Figure 24 as "Undetermined."

The 1889 edition of *The Official Railway List* reveals that **W. N. Archbell** had a railroad associated with his steam sawmill in the western part of Washington, North Carolina. The author could not determine exactly where this line was located. Archbell acquired timberland and timber rights in many areas of Beaufort and Pitt Counties. The only Beaufort County deed that specifically mentions the right to construct a railroad was recorded in 1887 on page 407 of Beaufort County Deed Book 66. That document mentions "the Old Plymouth & Washington Road in Long Acre Township" and "the Main Run of Beaver Dam Swamp." On January 10, 1893 Archbell sold his mill, all timberland, and timber rights to John H. Small (one owner of the Beaufort County Lumber Company) in a deed recorded on page 393 of Beaufort County Deed Book 82. A railroad was not mentioned in that document.


Old Rail-Road X-ing Torn Up (Narrow Gauge)

Old Road Bed

421+24
AC-168
B
(Mrs C S McConnell)
← To Washington
No.4
436
old Rail-road X-ing torn up (Narrow Gauge)
old Road bed
McCONNELL
LAMB HAYWOOD
(From Lamb Haywood)
No.1
No.2
Private
SCHOOL DIST
MOORE
County Road
School dist line
Power Line
ADKINS SCHOOL DIST
PENNY
EDWARDS
HENRY
No.3
(From Jas Henry Edward)
36 x 24 C I Pipe
McCONNELL

28-1917 Washington & Vandemere RR Valuation Map

The community of Bayview (now called Bayside) was the terminal of a logging railroad that eventually was known as the **Bayside & Yeatesville Railroad.** On December 12, 1883 Louis N. Stanton of Monticello, New York and John W. Branning of Camden, New Jersey bought the Bath Township logging operation of James L. Fowle (he was the father of Samuel R. Fowle). Included in the sale were twenty acres at Bayside with a sawmill, a wharf, ponds, machinery, tools, blacksmith shop, two tram roads, one tram locomotive, eight trucks, five timber carts, six oxen and two mules (Beaufort County Deed Book 55, page 526).

A description of one place where the tram road operated can be found in an 1885 deed recorded on page 216 of Beaufort County Deed Book 59. Therein, John W. Branning purchased addition land near the mill. The document text reads “Beginning at Pamlico River at a stone situated about one fourth mile east of the corner at Gar Gut and running thence north eastwardly from the river with a line of marked trees to the Woodstock or Bath Road thence east with the Woodstock or Bath road to the Tram Road to the line of the steam mill tract, now owned by Stanton and Branning and thence with said line to Pamlico River.”

In 1886, Stanton sold his interest in this business to Branning, including tramways (Beaufort County Deed Book 63, page 80). The February 12, 1887 issue of *Northwestern Lumberman* reported that the line was called the Bayside & Yeaterville [sic] Railroad and was owned by John W. Browning [sic]. Six miles of 42-inch-gauge, 20-pound rails were in place. The operation used two locomotives which were built by Petersburgh Iron Works and Porter Locomotive Works, plus twelve logging cars.

The 1887 edition of *Poor’s Manual of Railroads* listed twelve miles of railroad in operation. Then, on November 18, 1887 Branning sold the entire logging outfit to the Roanoke Railroad & Lumber Company (Beaufort County Deed Book 66, page 489). Under the new owner’s name, the logging line appeared in the 1889 edition of *Poor’s Manual of Railroads* with twelve miles operated.

One internet source of information declares that this logging railroad continued in operation until 1919, when the Roanoke Railroad & Lumber Company mill at Bayside burned. After the fire, the community there was renames as Bayview. However, the logging railroad may actually have been removed years earlier. The 1893 edition of Rand, McNally & Company's *Lumberman's Directory* includes an entry for the Roanoke Railroad & Lumber Company at Bayside but no logging railroad was included.

The **Beaufort County Lumber Company** was incorporated in the Superior Court of Beaufort County on November 29, 1886. Its charter was revised on March 5, 1889. Incorporators at the time of revision were Samual P. Ryland of Baltimore, and Chauncey Brooks, A. B. Covington, John H. Sizer, Lewis Dill, and John H. Small.

The July 1, 1890 issue of *New York Lumber Trade Journal* reported "The Beaufort County Lumber Company located at Pungo Creek, Pungo River, and close to the terminus of the Albemarle and Pantego Railroad, is a concern in good standing among the manufacturers of North Carolina Pine."

In 1887, from his personal portfolio, Samual P. Ryland sold to the Beaufort County Lumber Company a ten-acre tract bounded by Pungo Creek and the mouth of Jacks Creek. The price was $29,500. A sawmill and its associated machinery were part of the sale (Beaufort County Deed Book 64, page 342). Timber was harvested on numerous properties in the region, including some in Pantego Township. It seems likely that finished lumber went to northern markets via steamship and also was barged to Belhaven for rail shipment on the Albemarle & Pantego Railroad. Tram railroads were used on at least some company properties. One can be followed from the sawmill to the southwest on a 1938 aerial photograph of the area south of Jacks Creek. Another right-of-way is known to have existed on the property of J. A. Tankard in the community of Yeatesville.

Blounts Creek, in Chocowinity Township, is a waterway with a rich and complicated logging history. The earliest sawmill on the creek was erected by members of the Fowle family on its west bank, where it joined Blounts Bay. It came to be known as "Fowles Old Mill" and it processed timber floated there on Blounts Creek. There was no associated logging railroad while the mill was owned and operated by the Fowles.

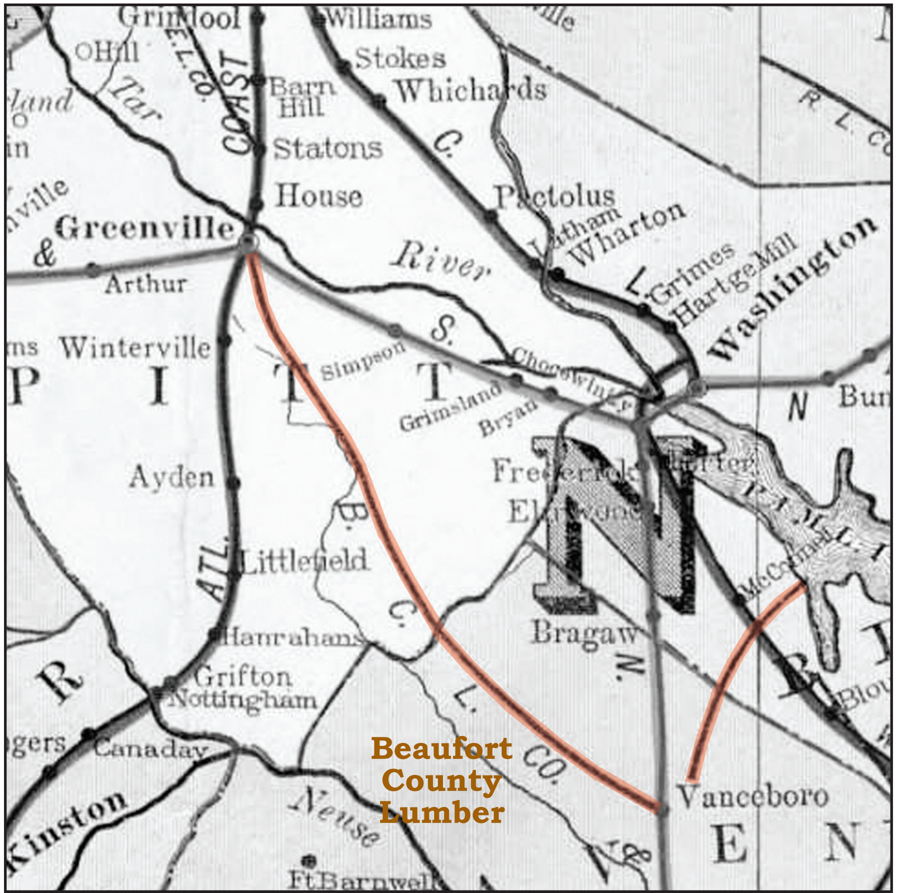
The means by which the Stran Lumber Company acquired "Fowles Old Mill" could not be determined by examination of Beaufort County deeds. Nonetheless, on March 26, 1892, the Stran Lumber Company sold that mill to the Beaufort County Lumber Company. That deed mentioned "Fowles Old Mill" by name, a logging railroad leading to the mill which had been constructed by the Stran Lumber Company, and associated timber rights (Beaufort County Deed Book 80, page 513). Included in the sale was another property bounded on the north by Martin's Gut. That particular parcel had previously belonged to the Pamlico Lumber Company.

To avoid confusion, it should be noted that, by 1888, the Pamlico Lumber Company owned and operated its own separate sawmill on the west bank of the mouth of Blounts Creek. It was served by a pole road which was not associated with "Fowles Old Mill." In 1888, the Pamlico Lumber Company mill, the pole road, one Tanner and Delaney pole road engine, and numerous tracts of timber were sold to Samual Conard of Philadelphia, Pennsylvania (Craven County Deed Book 99, page 150). Two parcels of timberland in Craven County were included in that sale. One was comprised of land that had previously belonged to Moses Ernul.

Samuel Conard sold all of these assets in both counties to the Beaufort County Lumber Company in 1892 (Beaufort County Deed Book 82, page 377). That real and movable property added to the properties acquired that same year from the Stran Lumber Company. The logging railroad bought from Stran became the basis for a long-lived, well-used mainline which led west from the mouth of Blounts Creek. A branch from this main line turned northwest, crossing Horse Branch (Beaufort County Deed Book 94, page 457). That branch eventually intersected with a right-of-way belonging to the D. C. Way Lumber Company in an area known as the Buck lands. This branch could not be identified positively in 1938 aerial photographs of the area where it is known to have existed. For that reason, it is included as a dashed line on the map at the beginning of this chapter.

At the branching point, the mainline turned south and eventually entered Craven County. Although unlabeled, it was present on the 1909 *Railroad Map of North Carolina* presented in Figure 29. The lumber company had acquired timberland in Craven County in 1892. Note that another distinct Beaufort County Lumber Company grade is also visible. It came southeast from Greenville, in Pitt County. On this map, it is labelled “B. C. L. CO.” See the description of the Greenville & Vanceboro Railroad which appears later in this chapter.

One of the bounds of timberland purchased by the Beaufort County Lumber Company in 1894 (served by the railroad leading to Blounts Creek, after it turned toward the south) was the west side of Reedy Pocosin. Fork Swamp also appeared in that document (Beaufort County Deed Book 87, page 416). Haw Branch was one bound of the railroad’s right-of-way in a separate tract recorded on page 522 of Beaufort County Deed Book 80. Similar to the north branch of this logging railroad, an exact course for the mainline heading south could not be identified using 1938 aerial photographs. Therefore, it also is represented with a dashed line.


Grimesland
Hill
Williams
Stokes
Barn Hill
Whichards
Statons
House
Pactolus
Wharton
Greenville
Arthur
River
Grimes
Washington
Winterville
Simpson
Grimsland
Bryan
Ayden
Frederick
Littlefield
Bragaw
Hanrahans
Grifton
Nottingham
Canaday
Kinston
Neuse
Vanceboro
Ft Barnwell
B. C. L. CO.
Beaufort County Lumber

29-1909 *Railroad Map of North Carolina*

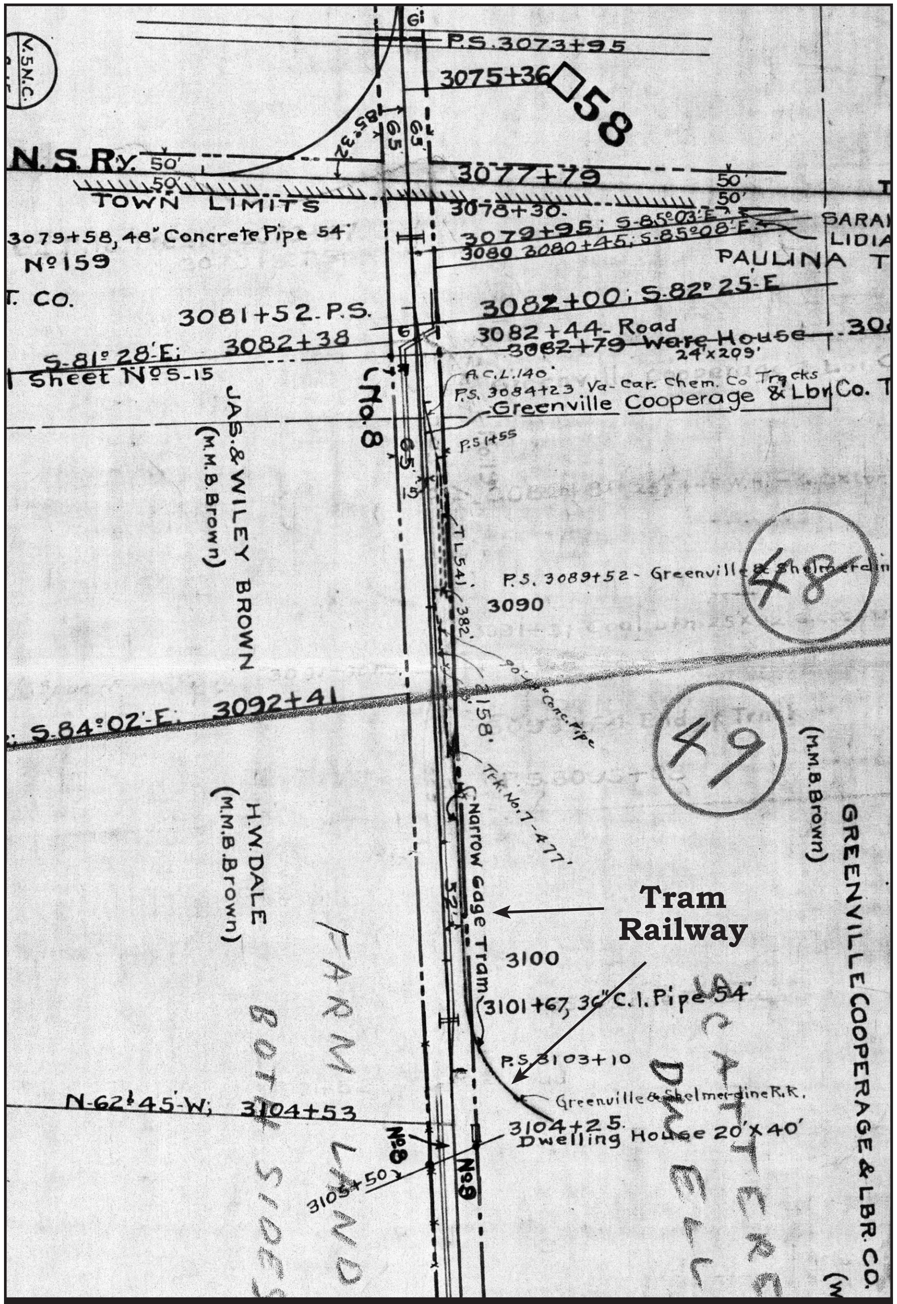
Washington and the Pamlico, by Loy and Worthy, explains “After the turn of the century, the company [Beaufort County Lumber Company] moved into Pitt County and became a logging company for the Jackson Lumber Company of Whaleyville [a community now a part of Suffolk, Virginia], Virginia. Shelmerdine, near

Calico, in southern Pitt County was its headquarters and it operated the Greenville and Shelmerdine Railroad . . .” Later, in 1901, this railroad was incorporated as the Greenville and Vanceboro Railroad.

William Henry Jackson and W. P. Jackson of Salisbury, Maryland and C. B. Phillips of Suffolk, Virginia were the proprietors of a business called W. H. Jackson & Son. In 1900, this organization began buying timber rights and timberland in a part of Beaufort County that would subsequently be accessed by a branch of the Greenville and Vanceboro Railroad. One 1902 timber deed mentioned Creeping Swamp as one bound in Chocowinity Township of Beaufort County (Beaufort County Deed Book 113, page 567).

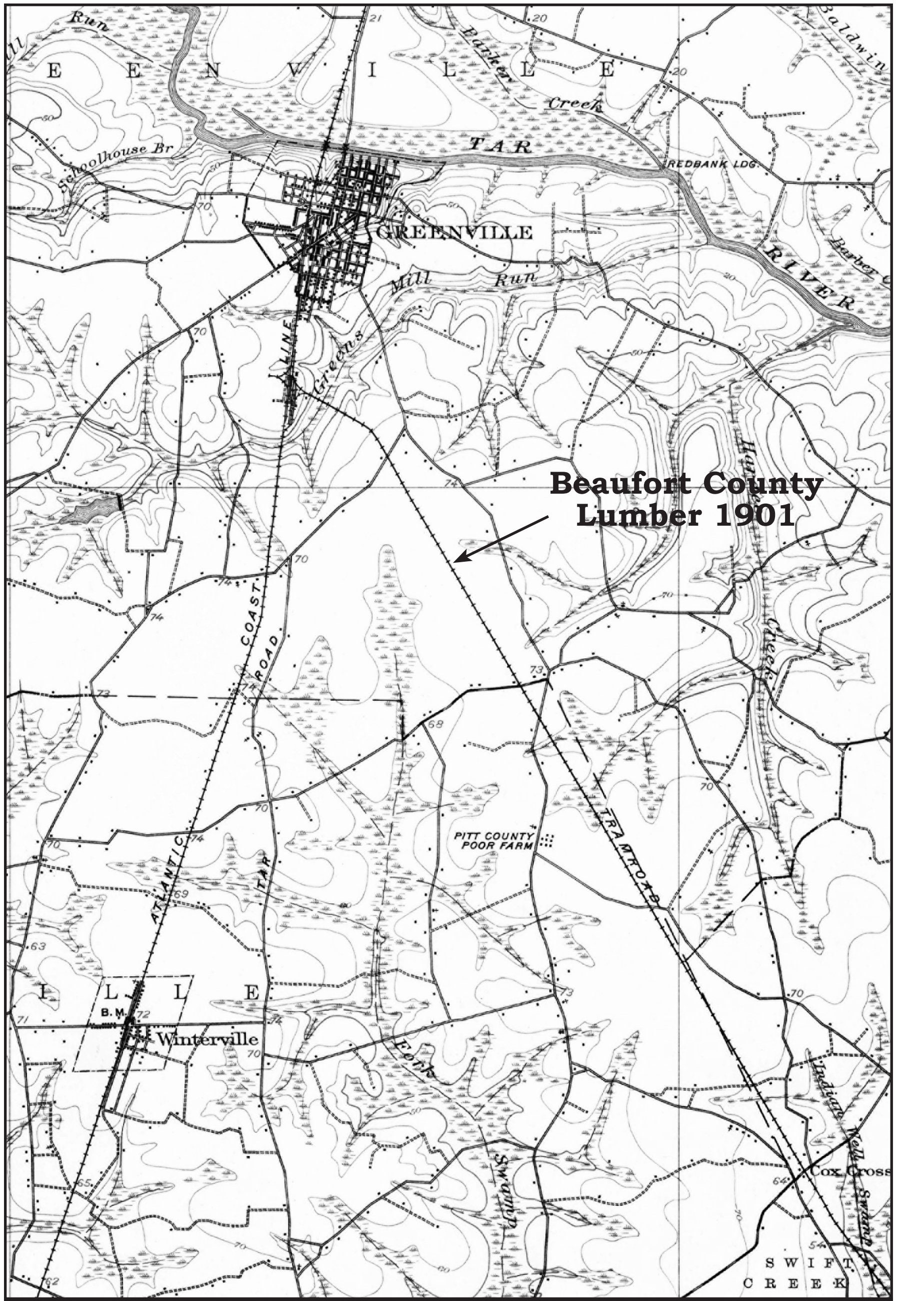
In Pitt County, the Beaufort County Lumber Company’s railroad was primarily used for logging but also carried passengers and general freight. The **Greenville and Vanceboro Railroad** extended into Craven County as far as the vicinity of Vanceboro. Figure 30 is part of the 1917 Atlantic Coast Line Railroad Valuation map of Valuation Section 5, Sheet 15. The origin of this narrow-gauge tram railroad is visible on the south side of Greenville. Figure 31 comes from the 1902 USGS map of the Winterville Quadrangle. It displays the northern part of this railroad, in Pitt County. Figure 32 is part of the 1903 *Soil Map of Craven County.* Visible is a portion of the railroad which entered Craven County, as well as part of a tram railway operated by the D. C. Way Lumber Company. The D. C. Way Lumber Company railroad accessed this area from the region near Chocowinity (see an 1898 document recorded in Beaufort County Deed Book 101, page 29 and also Figure 33).

The October 23, 1900 issue of the Greenville *King’s Weekly* reported “Work is being pushed on the Beaufort County

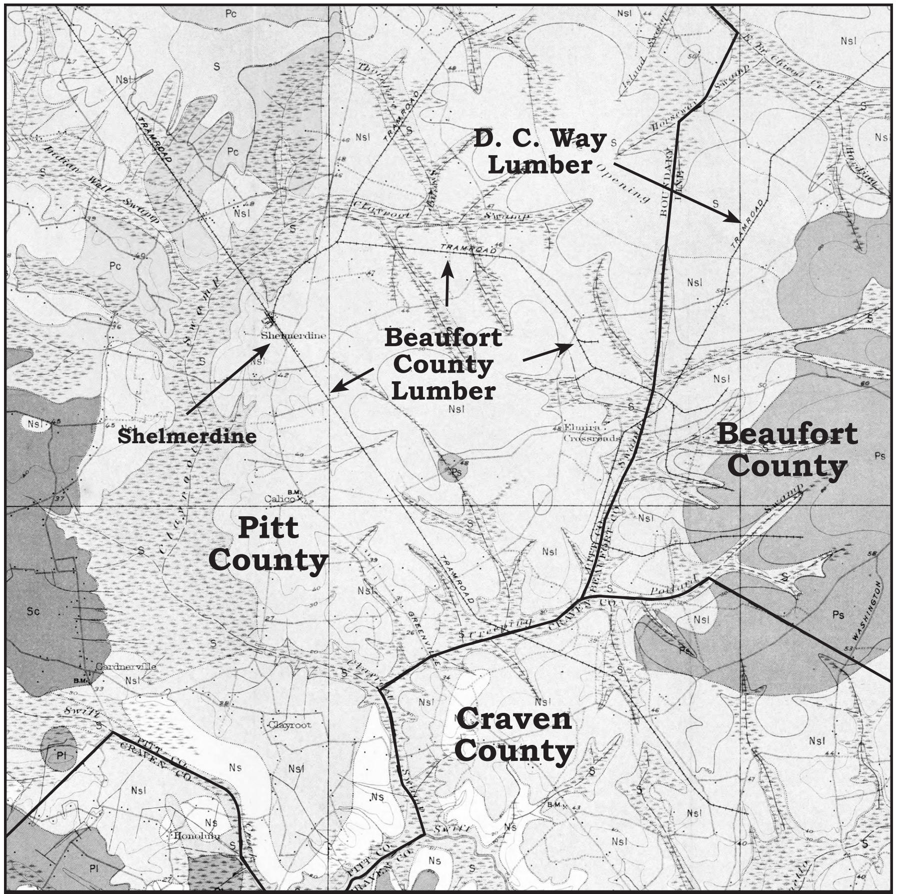


P.S. 3073+95
3075+36
58
N.S.Ry.
TOWN LIMITS
3077+79
3078+30
3079+58, 48" Concrete Pipe 54
No159
3079+95; S-85°03'E
3080 3080+45; S-85°08'E
PAULINA
T. CO.
3081+52 P.S.
3082+00; S-82° 25-E
3082+44 Road
3082+79 Ware House 24'x209'
S-81° 28'E; 3082+38
Sheet No 5-15
JAS. & WILEY BROWN (M.M.B. Brown)
No. 8
A.C.L. 140'
P.S. 3084+23 Va. Car. Chem. Co. Tracks
Greenville Cooperage & Lbr Co.
P.S. 3089+52 - Greenville & Shelmerdine
3090
48
S.84°02'E; 3092+41
49
H.W. DALE (M.M.B. Brown)
FARM LAND BOTH SIDES
Narrow Gage Tram
Trk No. 7
Tram Railway
3100
3101+67, 36" C.I. Pipe 54
SCATTERED DWELL
P.S. 3103+10
Greenville & Shelmerdine R.R.
N-62°45'W; 3104+53
3104+25 Dwelling House 20'x40'
3105+50
No 8
GREENVILLE COOPERAGE & LBR. CO. (M.M.B. Brown)

30-1917 A. C. Line RR Valuation Map at Greenville

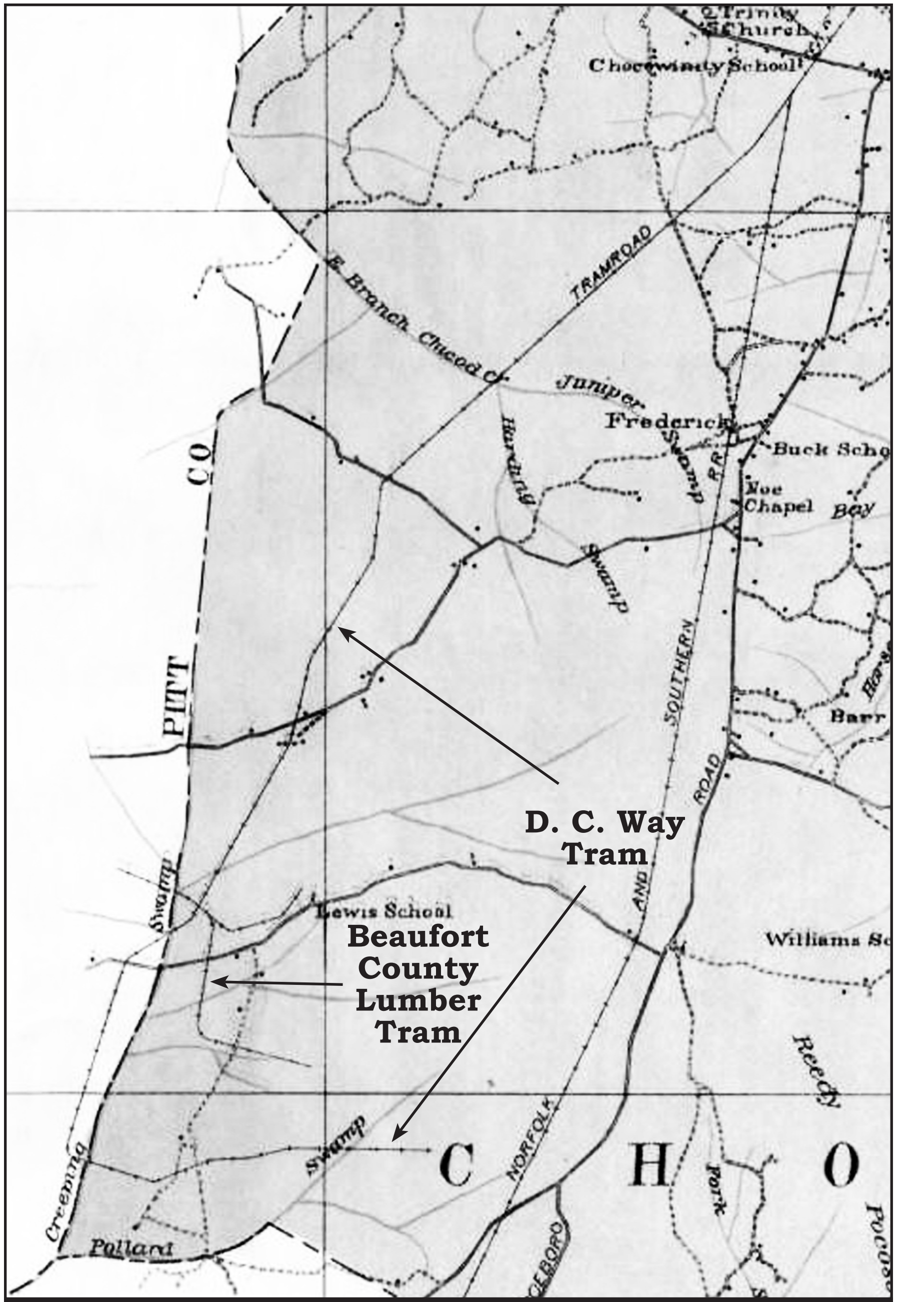

Beaufort County Lumber 1901
GREENVILLE
TAR RIVER
ATLANTIC COAST LINE ROAD
TRAMROAD
PITT COUNTY POOR FARM
Winterville
SWIFT CREEK

31-1902 USGS Map of Wintersville Quadrangle


D. C. Way Lumber
Beaufort County Lumber
Shelmerdine
Pitt County
Beaufort County
Craven County

32-1903 *Soil Map of Craven County*

Lumber Co's road to Vanceboro." The article continued, mentioning that a third rail was being installed on the Atlantic Coast Line between the junction with the lumber company railroad, about one mile south of Greenville, and the A. C. L.'s depot in Greenville. This would allow narrow-gauge passenger cars from the Beaufort County Lumber Company railroad to access the downtown A. C. L. passenger station.


Trinity Church
Chocowinity School
TRAMROAD
E. Branch Chocod Cr.
Juniper
Frederick
Harding
Swamp
R.R.
Buck Scho
Noe Chapel
Bay
Swamp
PITT
CO
SOUTHERN
AND
ROAD
NORFOLK
Barr
D. C. Way Tram
Swamp
Lewis School
Beaufort County Lumber Tram
Williams Sc
Reedy
Swamp
C
H
O
Fork
Creeping
Pollard
CEBORO
Pocos

33-1908 *Beaufort County North Carolina Geological . . .*

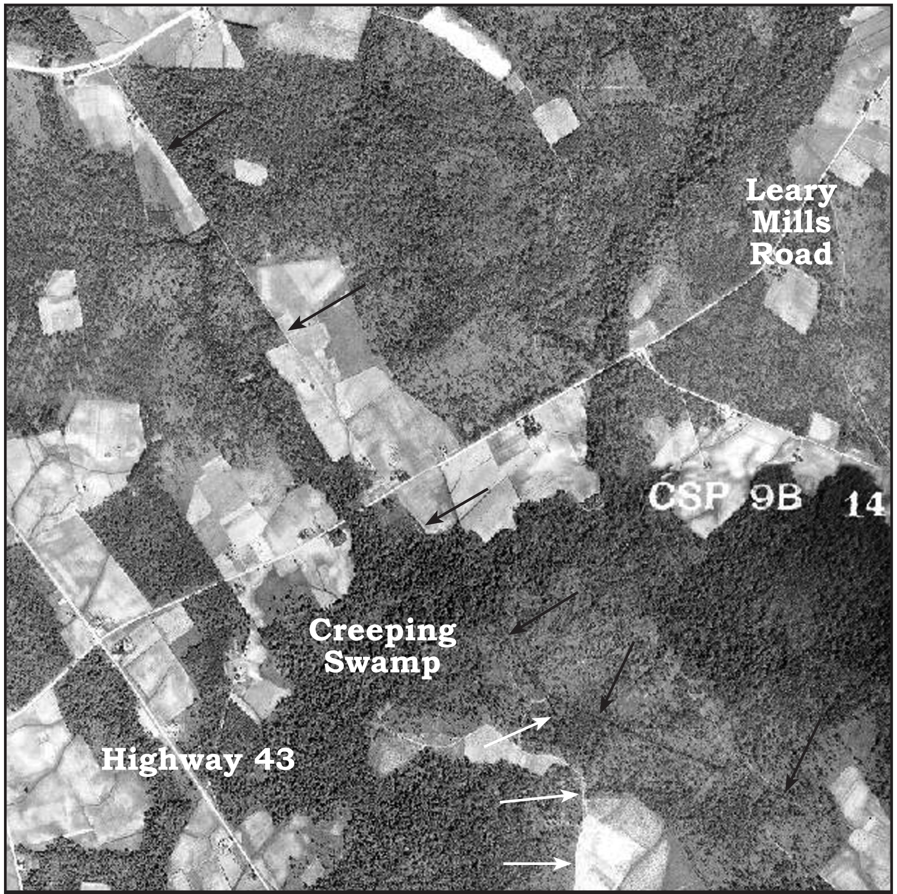
The November 30, 1900 edition of the same publication narrated “A few days ago we took a walk out to the Beaufort County Lumber Co’s headquarters, about a mile south of town. Everything appeared business like and progressive. Rails have been laid nearly ten miles and it had the appearance of being first class in every respect. New 30-pound rails are being used and it makes a good road. Work will be pushed and before long it is expected that that a regular freight and passenger schedule can be put on between here and Vanceboro.”

The March 26, 1901 issue of *King’s Weekly* reported “The first shipment of freight over the Vanceboro railroad which is completed nearly fifteen miles, was a lot of tobacco to the Liberty Warehouse last week. When this road is completed it will be of great service to that section and valuable to Greenville’s business.” This information would place the end of track on that date slightly southeast of the crossing of modern-day Highway 102, approximately one mile east of Ventor (known now as Calico).

The Greenville and Vanceboro Railroad was formally incorporated on March 9, 1901. Greenville was the northern terminal. A southern terminal was to be selected at “a point in or near the town of Vanceboro, in Craven County.” Inspection of Figures 31 and 32 suggests that initial construction of this railroad actually terminated on the north side of Palmetto Swamp, well short of Vanceboro. However, as will be clear in the next paragraph, the Beaufort County Lumber Company did not finish harvesting its timber in this part of Craven County until 1910. There is little doubt that a right-of-way into or near Vanceboro was eventually constructed. The company held timber deeds on several properties in that region. Bounds described in those documents include the south side of Big Swift Creek, Clayroot and Creeping Swamps, and the north side of Mauls Swamp.

An 1899 deed, recorded on page 346 of Craven County Deed Book 130, describes property "near Vanceboro on the north side of Swift Creek and east side of Washington Road."

Figure 34 is a blend of two 1941 aerial photographs of the Creeping Swamp area on the border between Pitt and Craven Counties. Black arrows show the Greenville & Vanceboro Railroad mainline, while white arrows identify a branch leading south toward Vanceboro. The branching point is immediately south of Creeping Swamp. The Vanceboro Branch most likely followed a path along or near Highway 43 but very little of it could be visualized on 1941 aerial photographs.



34-1941 Aerial Photograph at Pitt-Craven Border

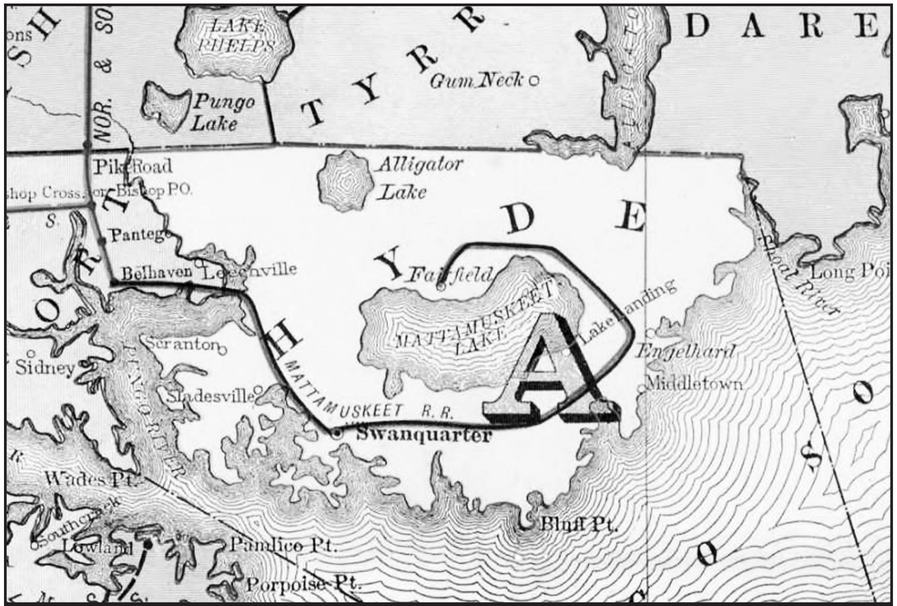
A 1910 deed described the Greenville and Vanceboro Railroad as it existed that year. Therein, the Beaufort County Lumber Company sold its logging line and several parcels of land to James L. Little. Little was associated with the Greenville Cooperage & Lumber Company (Pitt County Deed Book B10, pages 358-63). That document stated "Also for the consideration aforesaid without warranty or recourse to the party of the first part a continuous right of way on which the Beaufort County Lumber Company and the Greenville and Vanceboro Railroad Company has operated trains since 1901, said right of way extending from said Hester lands [in Greenville] to the town of Shelmerdine, Pitt County, N. C., also a right of way through the town of Shelmerdine and running thence southward in the direction of Vanceboro, N. C., to the Norfolk Southern Railroad about two miles north of Vanceboro known as 'the main line South of Shelmerdine same being graded to Palmetto Swamp in Craven County, . . ."

James L. Little sold the properties and right-of-way mentioned in the paragraph above to the Greenville Lumber & Veneer Company on March 17, 1911 (Pitt County Deed Book B10, page 364). The following year, on April 2, 1912, these properties and the right-of-way were sold yet again. At that time, the grantee was the Greenville Cooperage & Lumber Company (Pitt County Deed Book B10, page 367). Also in 1912, the Beaufort County Lumber Company sold additional Pitt County tracts of land to the Greenville Cooperage & Lumber Company (Pitt County Deed Book B10, pages 550 and 553).

Evidently, the region near the railroad was completely cleared of all marketable timber before 1920. Local Pitt County farmers incorporated part of the old right-of-way on January 2, 1920 as the Greenville and Shelmerdine Railroad. As such, it did not reach farther south in Pitt County than Shelmerdine.

William Schuette of Saginaw, Michigan was the owner of substantial timberland in Beaufort and Hyde Counties. In 1902, he incorporated the firm of William Schuette and Company of North Carolina. The June 26, 1903 issue of Elizabeth City's *The Economist* reported that workers at Schuette's Belhaven mill were on strike. Schuette retired from the business in 1905 after selling his share of his namesake business to the Norfolk Southern Railroad. The business's name was changed to the **Belhaven Lumber Company** in January 1906 (Hyde County Deed Book 35, page 168).

The April 26, 1906 issue of *The Raleigh Enterprise* reveals that the entire mill at Belhaven had been destroyed by fire. In October 1906, the Belhaven Lumber Company was sold to the John L. Roper Lumber Company (Beaufort County Deed Book 140, page 568). Although the purchase included property in both Beaufort and Hyde Counties, rights-of-way were described only for the Hyde County parcels purchased by the Belhaven Lumber Company in 1905. Thus, the Roper company probably did not acquire an active Beaufort County logging railroad with that purchase.


DARE
TYRRELL
HYDE
Lake Phelps
Pungo Lake
Gum Neck
NOR. & SO.
Pike Road
Bishop Cross.
Bishop PO.
Alligator Lake
Pantego
Belhaven
Leechville
Fairfield
Mattamuskeet Lake
Lake Landing
Scranton
Sidney
Sladesville
Mattamuskeet R.R.
Swanquarter
Engelhard
Middletown
Long Point
Wades Pt.
Lowland
Pamlico Pt.
Porpoise Pt.
Bluff Pt.

35-1909 *Railroad Map of North Carolina*

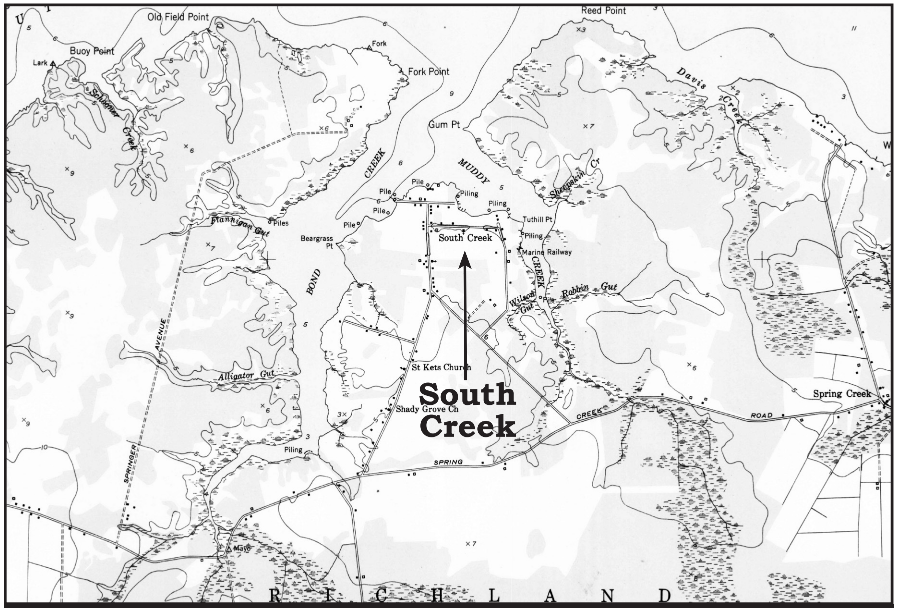
Subsequent to this purchase, the John L. Roper Lumber Company did an extensive amount of logging in Hyde County. Hyde County right-of-way deeds obtained by the Roper company were concentrated in the area of Slade Creek, between Sladesville and Makleyville, and the region around Mill Creek, in Currituck Township. No deeds were found to suggest that any Roper logging was done in conjunction with the Mattamuskeet Railway, which was chartered on March 6, 1907. The Mattamuskeet Railway completed a connection with Belhaven about 1910-11. Figure 35 is part of the 1909 *Railroad Map of North Carolina* showing the entire course of that projected line.

The January 6, 1906 issue of the Ashville *Gazette* reported that the previous day, a charter had been granted to the **Dixie Lumber Company**. The incorporators were J. H. Davenport, D. U. Martin, and others. The company's first segment of logging railroad was in Chocowinity Township, where timber rights and a railroad right-of-way were purchased on January 10, 1906 (Beaufort County Deed Book 134, page 597). That deed refers to an earlier document which identified the property involved as "the Chapel Tract," four miles from Washington and on the road to Greenville. This is the approximate place where Chapel Creek crosses what is now Highway 33. Permission was granted to erect a sawmill on this property and to remove it at the end of its active use. The complete logging outfit belonging to J. H. Davenport, including a sawmill, steam engine, and boiler (all situated on nearby property) were part of the purchase and were probably moved to "the Chapel Tract" (Beaufort County Deed Book 137, page 514). Davenport had previously been logging in that area for the D. C. Way Lumber Company.

Other rights-of-way and timber rights in that same area were acquired in 1906, some of which were located in Juniper Swamp (Beaufort County Deed Book 135, page 447; Book 138, page 164; and Book 139, page 143). The Dixie Lumber Company, with its headquarters at Washington, appeared in the 1907 edition of American Lumberman's *Register of Sawmill Equipment*. Its logging railroad, almost certainly located in Chocowinity Township, used twenty-pound rails and operated with two locomotives and fifteen log cars. In 1908, an agreement with the S. R. Fowle Lumber Company allowed the Dixie Lumber Company to operate over one of Samuel R. Fowle's logging railroads, which was under construction. That line was to terminate in the north on Bear Creek (Beaufort County Book 154, page 192).

Another place where the Dixie Lumber Company operated in Beaufort County was in Long Acre Township. That location was referenced in the August 20, 1909 issue of the Washington *Morning Star* "Aug. 18-News reached the city this morning of the burning of the large dry kilns of the Dixie Lumber Company of this city, situated at Bunyan Township [other accounts described the location as 'near Bunyan'], about ten miles from Washington, . . ." That facility was likely located along the Norfolk Southern Railroad and processed timber from the area southeast of Bunyan. In that area, timber rights on two separate tracts were obtained in 1908 from Jacob L. Alligood (Beaufort County Deed Book 151, pages 545 and 551). One bound mentioned therein was "old Bath Road." A right-of-way 60 feet wide for a permanent railroad was granted over both parcels. Another deed mentioned Acorn Mill Pond and Harvey Road (Beaufort County Book 153, page 46). Just how the lumber company's railroad reached these tracts, from Bunyan, could not be determined exactly using aerial photographs from 1938.

The June 12, 1912 Washington *Daily News* mentioned that the South Creek Lumber Company and its mill had been purchased by the Dixie Lumber Company. That mill, in the community of South Creek, had been bought from the Springer Lumber Company in 1910 (Beaufort


Old Field Point
Buoy Point
Lark
Schooner Creek
Fork
Fork Point
Reed Point
Davis Creek
Gum Pt
CREEK
MUDDY
Sheepskin Cr
Pile
Piling
Piles
Flannigan Gut
Beargrass Pt
South Creek
Tuthill Pt
Marine Railway
CREEK
BOND
Wilson Gut
Robbin Gut
AVENUE
Alligator Gut
St Kets Church
Shady Grove Ch
South Creek
Spring Creek
CREEK
ROAD
SPRING
SPRINGER
Mayo
R I C H L A N D

36-1950 USGS Map of the South Creek Quadrangle

County Deed Book 161, page 60). Originally built by the Kugler Lumber Company, that mill had been in operation since at least 1885.

The mill site is visible in Figure 36, part of the 1950 USGS Topographical Map of the South Creek Quadrangle. The purchase was recorded on May 24, 1912 on page 290 of Beaufort County Deed Book 172. The property, on Bond Creek, was situated upon 3.5 acres and included a log pond. The Dixie Lumber Company also acquired the tugboat *Glide* with this transaction. No record could be found to suggest that a logging railroad was directly associated with the South Creek mill, and aerial photography from 1938 reveals no residual features of such. It seems likely that logs were towed to the South Creek mill from several nearby areas on both sides of the Pamlico River. Two parcels obtained in 1912 were in Richland Township in the region of Snode Creek and Tetterton Road (Beaufort County Deed Book 172, pages 84 and 208). Another tract on Strawhorn Creek was obtained in 1913 (Beaufort County Deed Book 176, page 181).

In Bath Township, on the north side of the Pamlico River, an October 25, 1912 timber deed was obtained for property on Wright Creek (Beaufort County Deed Book 173, page 153). A separate December 12, 1912 timber deed permitted harvesting of logs on North Creek. Construction of roads and tracks was allowed on the North Creek property (Beaufort County Deed Book 169, page 594).

The June 20, 1912 issue of the *Daily News* disclosed that, in addition to the South Creek mill, the Springer Lumber Company's plant at Washington had been purchased by the Dixie Lumber Company.

The Dixie Lumber Company continued to appear with its headquarters at Washington in the 1912 edition of American Lumberman's *Register of Sawmill Equipment*, but with no railroad listed. In the 1915 version, the company's location had changed to South Creek and it had a six-mile, 36-inch-gauge railroad. That track probably represented a right-of-way purchased on June 12, 1912 (Beaufort County Deed Book 180, page 321). Therein, the Dixie Lumber Company detailed its plan to build a sawmill at Bragaw Station on the Norfolk Southern Railroad, seven miles south of Chocowinity Station. It would process timber harvested on the west side of Fork Swamp and the north side of Palmetto Swamp, as well as on the east side of the road from Washington to New Bern. In a related deed dated May 9, 1912 the Dixie Lumber Company acquired timber rights on more than 4,600 acres located in Chocowinity Township (Beaufort County) and in Township Number 1 of Craven County (Beaufort County Deed Book 173, page 211). These documents mention numerous parcels including land at the head of Palmetto Swamp and on the south side of Palmetto Swamp.

On February 3, 1916 the Dixie Lumber Company sold the sawmill at South Creek to the Oregon Supply Company (Beaufort County Deed Book 188, page 598).

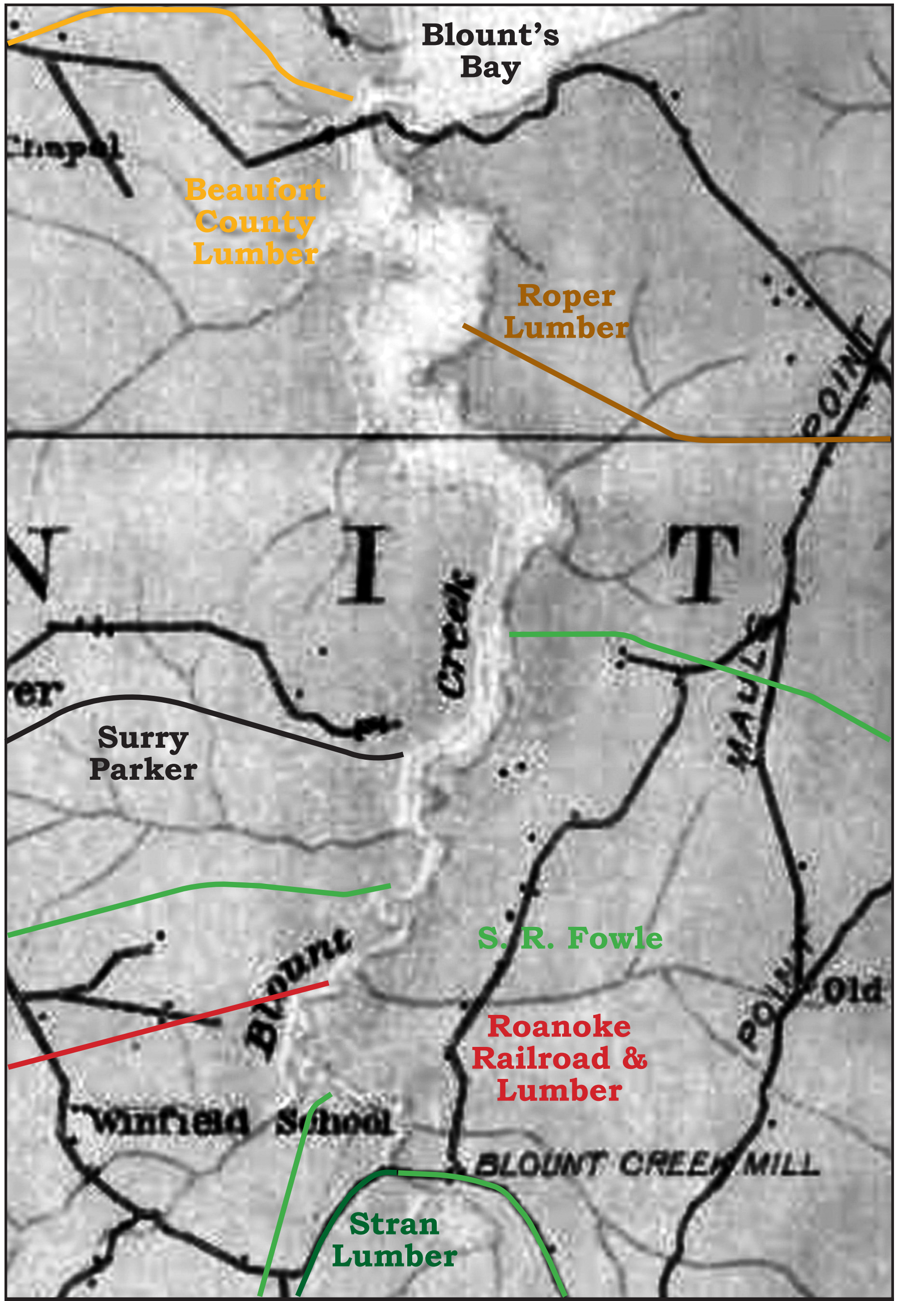
The Dixie Lumber Company also logged in Pitt County. That operation is described in a 1910 document filed on page 370 of Beaufort County Deed Book 165. Therein, a Porter locomotive, one Surry Parker skidder, 3,680 yards of track, spikes, bolts, and fish plates were transferred to the Washington Lumber Company. All those assets were located "on the Ed Laughinghouse land in Pitt County and has been used by said Dixie Lumber Company in its logging operation on Tar River." The Edward Laughinghouse property was known as the

"Mizell Possum Town Farm" and was north of Tar River. Previously, Laughinghouse had sold the timber rights on this land, in 1907, to the Moore Lumber Company of Washington, North Carolina (Pitt County Deed Book P8, page 588).

The Dixie Lumber Company logged the Laughinghouse property, located about two miles north of Pactolus, through a contract with the Moore Lumber Company. The Dixie Lumber Company's relationship with the Washington Lumber Company (which itself, owned no timberland or timber rights in Pitt County) was complex. The latter company was later under the control of a trustee, A. D. MacLean, of Washington, North Carolina.

In the 1880s, James L. Fowle and his son, Samuel R. Fowle carried on several types of business at Washington, North Carolina. One was lumbering, and the pair's first mill was located on the west bank of Blounts Creek, at the place where it joins Blounts Bay. Over the following years, that sawmill was known as "Fowle's old mill." During the time of Fowle ownership, there was no associated logging railroad. Timber was run downstream on Blounts Creek to the mill.

After the Fowles finished operating at "Fowle's old mill," the Pamlico Lumber Company and later, the Stran Lumber Company built logging lines which terminated in the general area where that first mill had operated. A sawdust pile had accumulated on that site and it served as a bound in a January 3, 1886 deed. Therein, the Pamlico Lumber Company purchased a two-acre property in the vicinity where the mill had been. That bound was described as being "at the west end of saw dust pile at Fowle's old mill" (Beaufort County Deed Book 64, page 256).

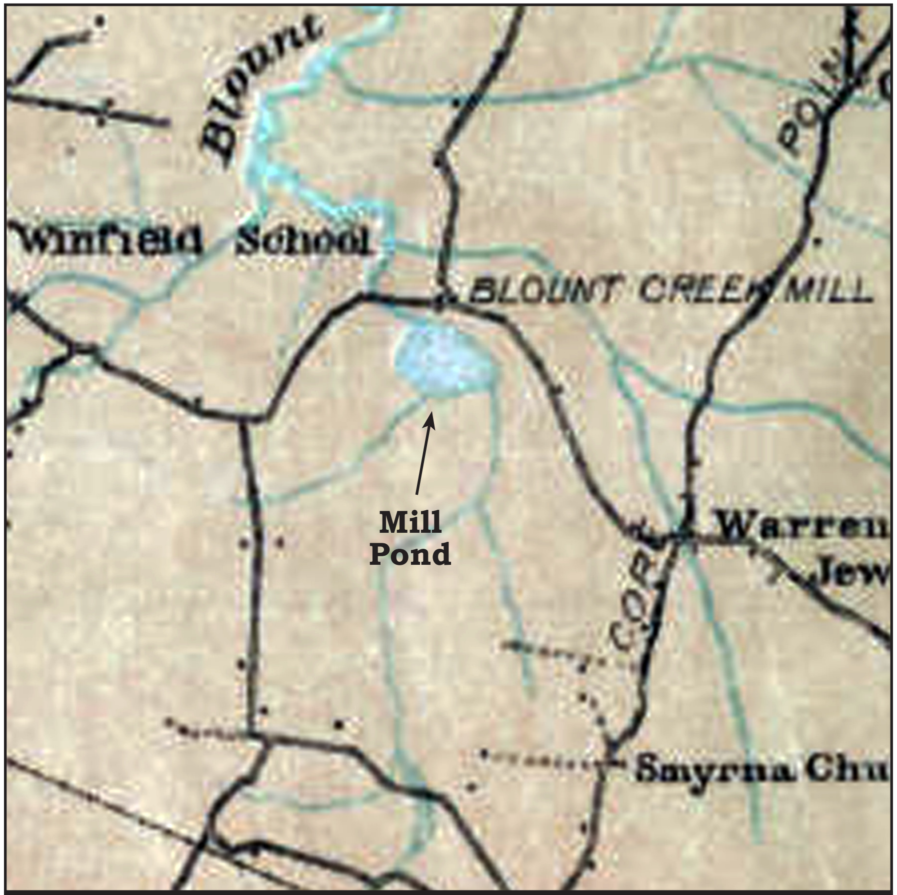

Blount's Bay
Chapel
Beaufort County Lumber
Roper Lumber
POINT
N
I
T
Creek
MAULS
er
Surry Parker
S. R. Fowle
Blount
Old
POINT
Roanoke Railroad & Lumber
Winfield School
BLOUNT CREEK MILL
Stran Lumber

37-Logging Railroads Terminating on Blounts Creek

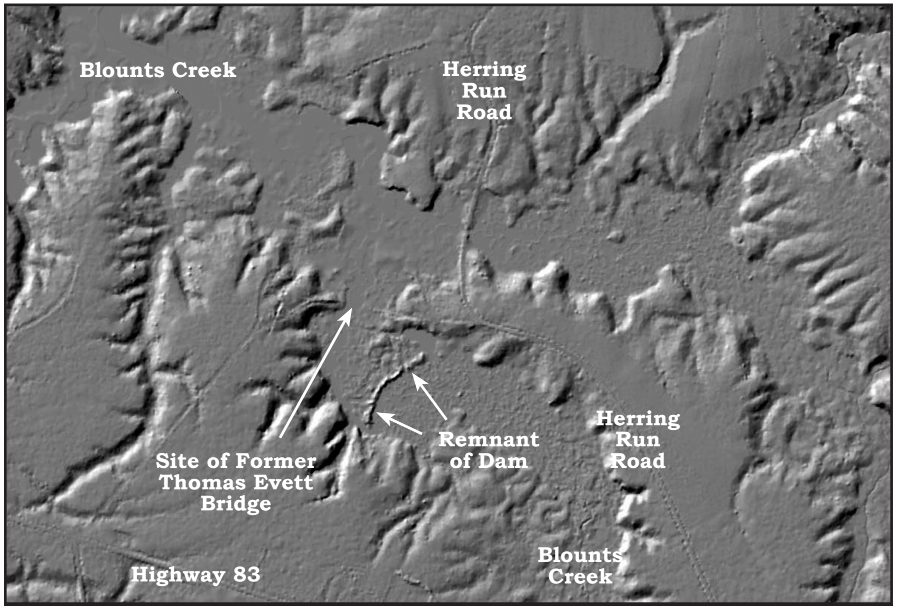
Figure 37 is a map which shows the many logging lines which terminated on Blounts Creek. To avoid confusion, it should be noted that later, the Fowles were also associated with a second, distinct sawmill site on Blounts Creek. It was approximately three miles south of "Fowle's old mill" at a place known as Upper Blounts Creek. In 1887, Samuel R. Fowle bought a gristmill on the east side of Upper Blounts Creek from his father. It was located on a 400-acre parcel known as "the Ely Land" and adjoined another property called "the Blount's Creek Mill Site" (Beaufort County Deed Book 69, page 566). Late in the 1880s, Samuel R. Fowle began concentrating on the lumber business and formed the **S. R. Fowle Lumber Company**. In 1889, he acquired timber rights and a number of additional properties near his 1887 purchase, around the headwaters of Blounts Creek.

On March 1, 1889 Alfred O. Evett granted S. R. Fowle the timber on, and a right-of-way over a parcel located on the west side of Upper Blounts Creek. That land bordered the road which, at the time, crossed Blounts Creek via a bridge known as the Thomas Evett Bridge (Beaufort County Deed Book 71, page 173). The bridge was located at the place farthest south on the creek where navigation was possible. On March 4, 1889 Samuel R. Fowle acquired a 469-acre parcel known as "the Blount's Mill Tract" next to "the Ely Land." Bounds mentioned in that document were Blounts Creek, the mill pond, the Washington Road, and the southeast side of Nancys Run. "Blount's Creek Water Mill, buildings, mill stones, machinery, water privileges and waterways" were included in that transaction (Beaufort County Deed Book 71, page 279). Thus, Fowle became the owner of a sawmill on the west side of Blounts Creek, opposite a grist mill already present on the east bank. On April 27, Fowle bought more timber and a right-of-way leading to Blounts Creek, bordering on the land of Alfred O. Evett (Beaufort County Deed Book 71, page 455).

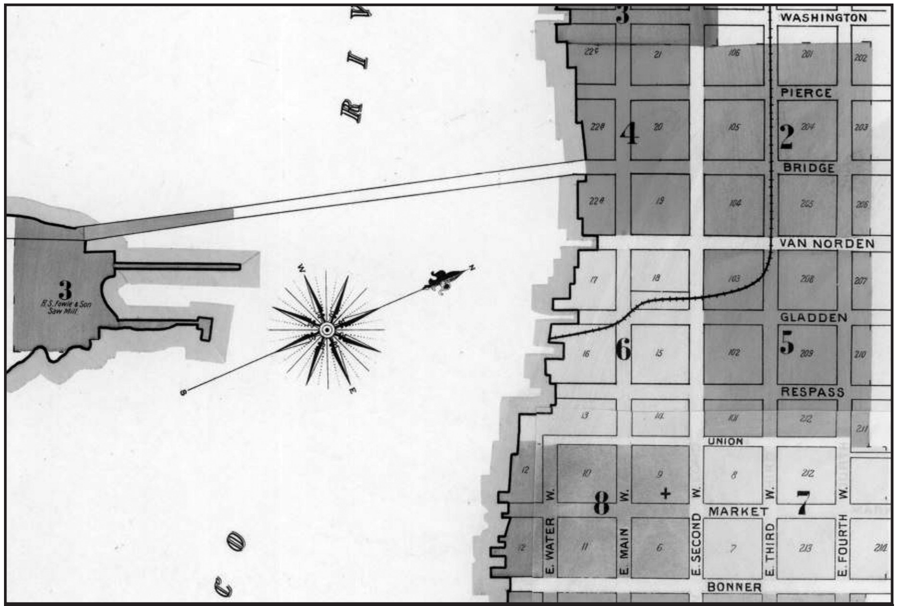
In modern times, the road on the west side of the Thomas Evett Bridge, near the bridge, has been abandoned and the bridge itself has been removed. The gristmill on the east side of Blounts Creek was located southwest of a separate, nearby bridge which spanned Herring Run. The gristmill site was immediately west of modern-day State Road 1110. Late in the nineteenth century, a mill pond created by a dam on Blounts Creek existed immediately south of the Thomas Evett Bridge. Figure 38 shows that area on a 1908 map of Beaufort County. Figure 39 is a



38-1908 Mill Pond at Upper Blounts Creek


Blounts Creek
Herring Run Road
Site of Former Thomas Evett Bridge
Remnant of Dam
Herring Run Road
Highway 83
Blounts Creek

39-LiDAR Ground Image at Upper Blounts Creek


WASHINGTON
PIERCE
BRIDGE
VAN NORDEN
GLADDEN
RESPASS
UNION
MARKET
BONNER
E. WATER
E. MAIN
E. SECOND
E. THIRD
E. FOURTH
3
4
2
6
5
8
7

40-1901 Sanborn Map of Fowle Mill at Washington

modern LiDAR ground image of that region. A remnant of the dam is visible as well as the abandoned roadway on the west side of Blounts Creek.

In 1890, after acquiring the Blount's Creek Mill Tract, Fowle began buying additional timberland, timber rights, and rights-of-way on properties as far southeast of the mill tract as Little Egypt Road. Logs would be transported by tram road to Blounts Creek, where Fowle erected a steam sawmill. It seems likely that the mill pond, which was already present, was subsequently used for log storage. The right-of-way for the Fowle tram road leading to Fowle's Blounts Creek sawmill was purchased from Nathan Long on July 29, 1890. It ran "between Blounts Creek Mill and Durham Creek." (Beaufort County Deed Book 75, page 309).

It was not long before Fowle's long-range plans changed. In 1892, he acted to consolidate his company's milling capacity into a new, large mill which would be located on the south side of Pamlico River, opposite Washington. With that goal in mind, on May 4, 1891 Samuel R. Fowle sold his entire operation at Upper Blounts Creek to the Stran Lumber Company for the sum of $18,000. The sale included all rights-of-way leading to that sawmill but excluded the gristmill on "the Ely Land" (Beaufort County Deed Book 78, page 155). One year later, the July 19, 1892 *Washington Progress* reported that "The Fowle mill [opposite Washington] cut its first log last Friday."

The 1891 edition of Rand, McNally & Company's *Lumberman's Directory* described the S. R. Fowle Lumber Company as operating at Blounts Creek with an associated four-mile logging railroad. That mileage likely included the tram road that terminated at Upper Blounts

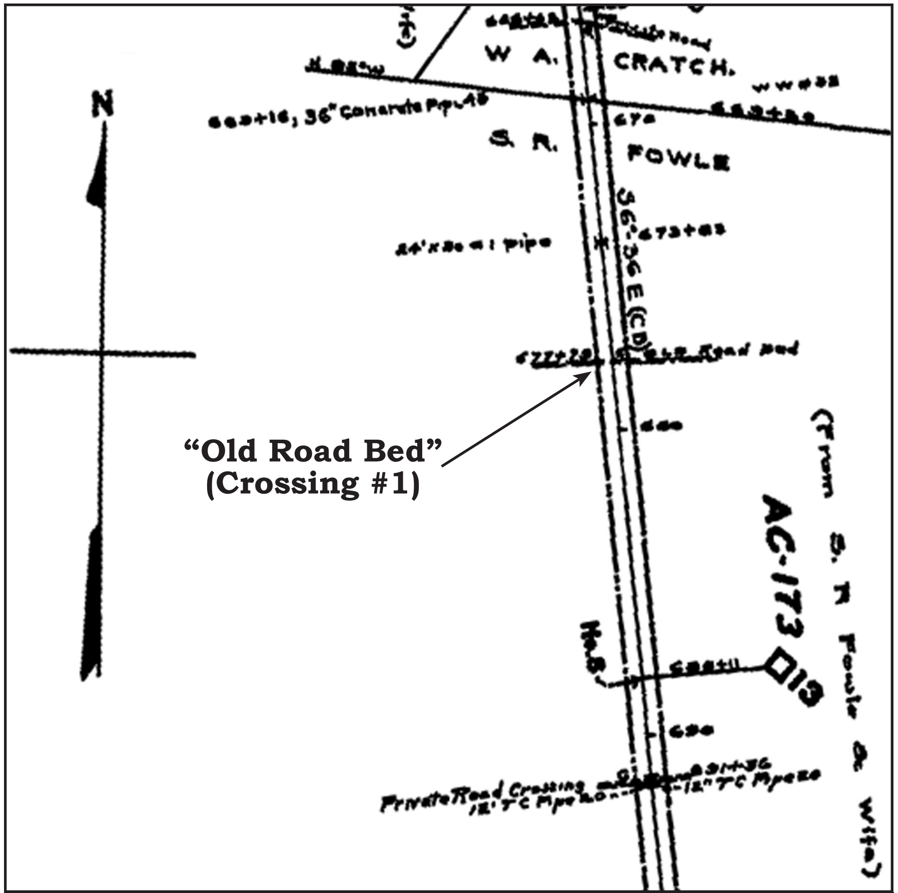
Creek. For reasons that are unclear, on January 18, 1892 Fowle reacquired (from the Stran Lumber Company) all the assets associated with the logging operation at Upper Blounts Creek at a price of $13,500 (Beaufort County Deed Book 80, page 97).

In 1893, Fowle purchased an additional, separate right-of-way from Zeno Brown. It was used to dump logs into Upper Blounts Creek a short distance northwest of the sawmill (Beaufort County Deed Book 83, page 561).

The 1893 edition of Rand, McNally & Company's *Lumberman's Directory* listed the Fowle business as S. R. Fowle & Son. By then, its headquarters were at Washington and the associated length of railroad was three miles. Figure 40 comes from the 1901 Sanborn Fire Insurance Company map of Washington, North Carolina. The Fowle mill constructed in 1892 is visible. Logs milled there were supplied from multiple sites, mostly by water.

About 1906, when the Washington & Vandemere Railroad was under construction, it was built across existing S. R. Fowle Lumber Company grades in at least three places. One of them is visible in Figure 17. Fowle acquired several properties in that area between 1898 and 1903. For the purpose of clarity within this book, that crossing place will be called #1. In the document whereby the Washington & Vandemere Railroad acquired the right to cross the Fowle railroad at Crossing #1, the lumber company was allowed to move the place of crossing to any other property controlled by the S. R. Fowle Lumber Company (Beaufort County Deed Book 139, page 391). Figure 41 is an enlargement of the part of Figure 17 which contains Crossing #1.

The Washington & Vandemere Railroad crossed S. R. Fowle Lumber Company grades in two other places.



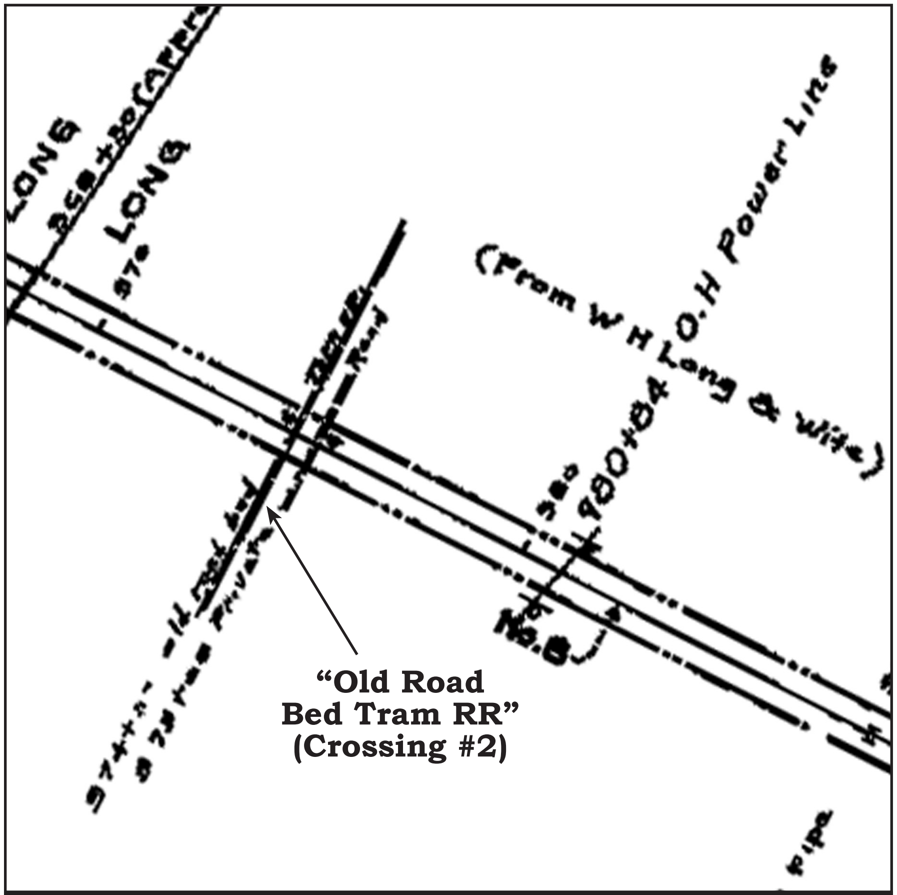
"Old Road Bed"
(Crossing #1)

41-1917 Washington & Vandemere RR Valuation Map

Crossing #2 was northwest of the intersection of Tuten and Little Egypt Roads. It was approximately halfway between the community of Blounts Creek and Stilley. The Fowle right-of-way in that area was purchased from Nathan Long in 1890 (Beaufort County Deed Book 75, page 309). The place of crossing is referenced as segment number 9 of properties making up the original right-of-way of the Washington & Vandemere Railroad. It is recorded on that company's 1917 Valuation map of Valuation Section 7, Sheet 5. "Old Road Bed Tram R.R."

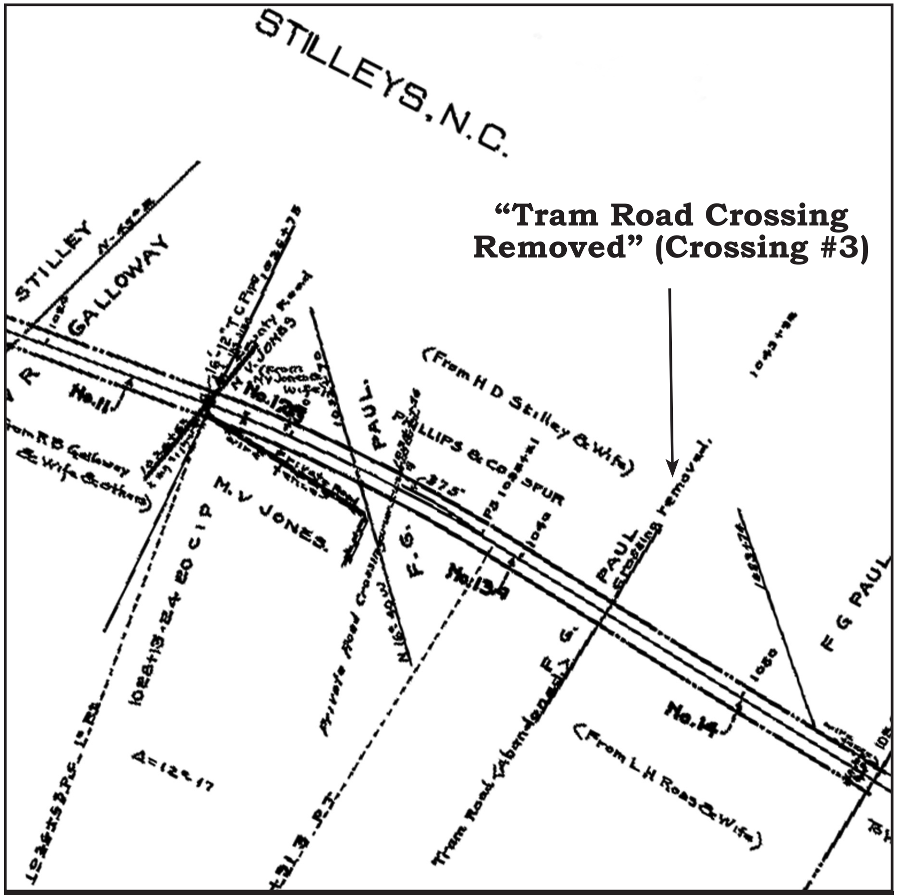
is also visible on Sheet 5. That portion of the Valuation map is displayed in Figure 42. This tram grade was built on a part of the Washington & Vandemere Railroad right-of-way secured by the Carolina Land & Improvement Company in 1904 from N. A. Long (Beaufort County Deed Book 130, page 430).

Crossing #3 was approximately 0.3-mile east of Stilley, on property acquired by the S. R. Fowle Lumber Company in 1903 (Beaufort County Deed Book 114, page 208). The lumber company's track there connected to a right-of-way obtained by Fowle in 1890 from Pharoah Stilley. Before S. R. Fowle made his purchase, that right-of-way was used by William Riley Norman (Beaufort County Deed Book 75, page 307, dated 1886). Figure 43 is part of the 1917 Washington & Vandemere Railroad Valuation map of Valuation Section 7, Sheet 5. Crossing #3 appears as "Tram Road <abandoned> Crossing removed."


LONG
LONG
(From W H Long & Wife)
O.H Power Line
1900+04
No.8
old road bed
Private Road

"Old Road Bed Tram RR" (Crossing #2)

42-1917 Washington & Vandemere Valuation Map


STILLEYS, N.C.
STILLEY
GALLOWAY
No.11
No.12
No.13
No.14
M. V JONES
PAUL
(From H D Stilley & Wife)
PHILLIPS & Co SPUR
F. G. PAUL
Crossing removed
Tram Road (abandoned)
Private Road Crossing
F G PAUL
(From L H Ross & Wife)

"Tram Road Crossing Removed" (Crossing #3)

43-1917 Washington & Vandemere Valuation Map

Both tracks heading north from Crossings #2 and #3, which led to Upper Blounts Creek, were used for at least two decades. The location of the Fowle grade south of Crossing #2 is described in a January 30, 1890 right-of-way deed recorded on page 519 of Beaufort County Deed Book 73. Bounds mentioned were “Beginning in Caswell Jones line on the public road running through Egypt [now Little Egypt Road]; thence N 64 W to the old Core Point Road; thence Northwardly to Noah Galloways line; thence Eastwardly with his line to the other main road [modern-day Stilley Station Road] and thence to the beginning.”

S. R. Fowle acquired two tracts of land in Township #2 of Craven County in 1900, but it is not clear that the company’s railroad was extended that far south (Craven County Deed Book 133, page 297).

A separate timber deed filed on January 30, 1890 described property on the east side of Blounts Creek and near the head of “Round Pole Swamp” (Beaufort County Deed Book 73, page 516).

In 1911, the company was still buying timber in the southernmost area served by the tram line located at Crossing #2 (Deed Book 162, page 383). In 1915, Fowle acquired a right-of-way near Fowle’s Wildwood Farm. In 2026, the farm’s address is on Little Egypt Road (Beaufort County Deed Book 183, page 473).

Another lengthy Fowle tram road originated on the east bank of Blounts Creek approximately halfway between “Fowle’s old mill” and the Upper Blounts Creek sawmill. That right-of-way passed through “The Fresh Pond Farm” (Beaufort County Deed Book 111, page 162). A short notice in the November 12, 1903 *Washington Progress* notes that “the Fresh Pond Tract” was located “on the east side of Blount’s Creek, on the Mauls Point Road . . .” In the region of the fresh Pond Tract, this grade crossed Herring Run Road and Mauls Point Road approximately 0.25-mile south of the place where those two roads intersect. Farther southeast, it crossed a railroad used by the Kugler Lumber Company. This Fowle tram is known by several timber deeds, one of which was recorded in 1899 on page 143 of Beaufort County Deed Book 104. At that time, the grade crossed Neville Creek; other bounds mentioned in that document include “old Neville Creek Road” and “Kugler’s Tram Road.”

Another location associated with a Fowle tram road was described in an 1895 right-of-way deed recorded on page 180 of Beaufort County Deed Book 91. It had its terminal on the west side of Chocowinity Creek and was bounded on the north by Horsepen Branch (assumed to be modern-day Horse Branch).

The S. R. Fowle Lumber Company purchased other scattered parcels of Beaufort County timberland and timber rights. All of the following were recorded in Beaufort County deed books. Some examples are: on the north side of Tar River, in Washington Township (1893, Book 84, page 506); on Bath Creek (1890, Book 74, page 43); in Jack’s Neck on the east side of Pantego Creek (1895, Book 91, page 128); on the east side of North Creek (1895, Book 91, page 130); on the west side of the Woodstock Road about one half mile west of Pungo River (1896, Book 92, page 674); in Tarkiln Neck (1897, Book 96, page 209); and on the west side of the Broad Creek which, at that time, was in Long Acre Township (1910, Book 163, page 493). Another property, on the north side of “Military Road” in Long Acre Township, was probably logged to the Norfolk Southern Railroad (1910, Book 161, page 497). Short tram roads may have been associated with some of these locations.

The 1907 edition of American Lumberman's *Register of Sawmill Equipment* reported that S. R. Fowle & Son operated fourteen miles of 36-inch-gauge logging railroad. Track was constructed with sixteen-pound rails and used one locomotive and sixteen log cars. Trains were dispatched using an eighteen-mile telephone system to which four instruments were connected. The 1912 edition of the same publication listed a six-mile railroad in operation. By 1915, the *Register* noted that the rail mileage had rebounded to twelve miles.

Thomas P. Stran was a resident of Baltimore, Maryland. During the 1880s, he accumulated a large portfolio of land and timber rights in Chocowinity Township. By 1890, Stran had assumed control of a two-acre parcel which, in 1886, had been sold by William A. Blount to the Pamlico Lumber Company (Beaufort County Deed Book 64, page 256) had been assumed by Stran. A lease signed on May 5 of that year mentioned that "Thomas P. Stran, Jr. has succeeded to the rights and estate of the Pamlico Lumber Company." Those two acres were bounded, in one place, by a "stake at the common tide mark at the west end of the sawdust pile at Fowles old mill" located on "the south side of Pamlico River and West side of [the mouth of] Blounts Creek."

On June 17, 1890, for $8,000, Stran sold his personally held portfolio of Beaufort County assets to a separate business under his control, the **Stran Lumber Company** (Beaufort County Deed Book 75, page 163). The Pamlico Lumber Company's sawmill had been located on the two-acre parcel described above, although that fact can be deduced only from an 1892 deed recorded when Stran sold the property (see below). Due to ambiguity in the two documents just described, it is not completely clear whether "Fowle's old mill" had been located on the two-acre tract (and operated subsequently by the Pamlico Lumber Company) or on a neighboring parcel.

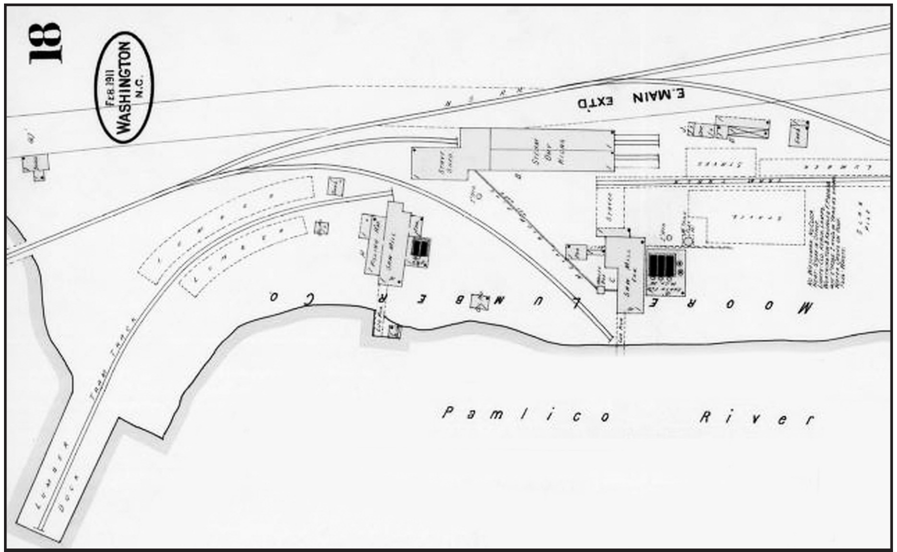
On the west bank, the Stran Lumber Company constructed a tram railroad which terminated at the mouth of Blounts Creek. That right-of-way operated for many years and was owned sequentially by a number of separate logging organizations. Sometimes, more than one company used it to dump logs into the creek. Other companies that hauled logs over this tram were the Beaufort County Lumber Company, S. R. Fowle Lumber Company, and Saunders & Cox.

As detailed earlier, on May 4, 1891 Samuel R. Fowle sold his currently operating sawmill located at Upper Blounts Creek, associated timber rights, timberland, rights-of-way, tram roads tributary to the sawmill, horses, mules, and oxen to the Stran Lumber Company for $18,000 (Beaufort County Deed Book 78, page 155). That document, although in places ambiguous, mentions that a grist mill was also present on the east side of Upper Blounts Creek. The grist mill was situated on "the Ely lands" and was specifically excluded from that sale. Following that purchase, the Stran Lumber Company constructed a new tram railway on the west side of Upper Blounts Creek. It led to the sawmill that had been purchased from S. R. Fowle.

The economic turmoil which eventually developed into the Panic of 1893 may have placed Thomas Stran in a precarious financial position. On January 18, 1892 "the Ely lands" at Upper Blounts Creek was sold back to Samuel R. Fowle (Beaufort County Deed Book 80, page 97). Two months later (March 26, 1892) the Stran Lumber Company sold all its assets at the mouth of Blounts Creek to the Beaufort County Lumber Company for the sum of $4,750. Those holdings included the two-acre parcel which contained the former Pamlico Lumber Company sawmill; a grist mill on that same parcel; various tracts of timberland and timber rights (including some formerly owned by the Pamlico Lumber Company on the east side of Blounts Creek); livestock; log cars; and also “all steel or iron track laid down in the mill yard of the party of the first part or elsewhere upon any of its tram roads or railroads (Beaufort County Deed Book 80, page 513).

The March 26, 1892 deed did not mention any of the tram roads leading to the sawmill at Upper Blounts Creek, which had already been sold back to Samul R. Fowle in January. An article in the March 24, 1892 *Washington Gazette* reported: “The Stran Lumber Company, heretofore operating a large sawmill at Blounts Creek, this county, have sold all their property in this county, including standing timber to the Beaufort County Lumber Company.”

The **Moore Lumber Company** was incorporated on November 15, 1902 by S. F. Freeman, W. C. and M. W. Hassell, and Larry I. Moore, all of Washington, North Carolina. The company logged in various places in Beaufort and Pitt Counties. Figure 44 displays the Moore Lumber Company mill as it appeared in 1911 on the Sanborn Fire Insurance Company map of Washington, North Carolina.



44-1911 Sanborn Map of Moore Lumber Co. Mill

In 1907, the lumber company acquired timber on Pitt County land belonging to Edward Laughinghouse. That property was on the north bank of Tar River (Pitt County Deed Book P8, page 588). It was described as being about two miles north of Pactolus. The Dixie Lumber Company logged this tract through a contract signed on July 15, 1908. Timber was delivered to the Moore Lumber Company mill in Washington, North Carolina, just east of Runyan Creek (Beaufort County Deed Book 154, page 63).

On May 10, 1910, from the Dixie Lumber Company, the Washington Lumber Company purchased the Porter locomotive, 3,680 yards of track, other track materials, two log cars, and two yoke of oxen which had been used to log the Laughinghouse property. All those assets were then sold to the Moore Lumber Company on July 10, 1911 (Beaufort County deed Book 168, page 186). At the time, those assets were located at a logging operation near Gilford Station, on the Washington & Vandemere Railroad.

Evidently, both the Moore Lumber Company and the Washington Lumber Company were logging from Guilford Spur. On the 1917 Washington & Vandemere Railroad Valuation map of Valuation Section 7, Sheet 7, Guilford

Spur was approximately 2.5 miles west of Aurora. The spur originated at Guilford Station, where Guilford Station Road crossed the Washington & Vandemere Railroad. No logging grades could be discerned in that area on aerial photographs from 1938. Since then, activity related to the Aurora Phosphate mine has obliterated any chance of finding rights-of-way on the ground. The original Washington & Vandemere Railroad right-of-way has also been relocated to a location south of the mine property.

Early in 1912, the Moore Lumber Company was in receivership. Its Porter locomotive, log cars, two Surry Parker skidders, and 1.5-miles of 20 and 25-pound rails were sold to the **Pamlico Cooperage Company** on March 28 (Beaufort County Deed Book 172, page 61). The sawmill at Washington plus several Pitt County parcels became the property of the Pamlico Cooperage Company on the same day (Beaufort County Deed Book 172, page 63). The Pamlico Cooperage company was then incorporated formally on May 22, 1912.

Two distinct North Carolina businesses were known as the Pamlico Lumber Company. One was physically in Pamlico County. W*ashington and the Pamlico* provides a concise history of the other **Pamlico Lumber Company**, which operated in Beaufort County. "Beverly Turpin Moss came to Beaufort County from Surry County, Virginia to engage in the lumber business. Along with Calvin Conard of Philadelphia and A. L. Shepherd of Richmond, Virginia he established the Pamlico Lumber Company and incorporated it on February 8, 1886. . . . The mill of this firm was located at Blounts Creek and the Moss family lived at Washington. The business was thriving by 1890 and most of the lumber was handled by Mr. Conard's firm in Philadelphia. This business was not to survive long." However, a September 12, 1889 article submitted to the *Washington Gazette* by the Beaufort County Sheriff casts doubt on the vitality of this business in 1890: "**Sale!** – By virtue of an execution in my hands in favor of Samuel Conard vs. The Pamlico Lumber Company issuing from the Superior Court of Beaufort County, and returning to Fall Term, 1889, I will sell for cash on Monday, October 7, 1889, at 12 o'clock PM, at the Court House, in the town of Washington, North Carolina . . ." Following that statement was a list of nine properties upon which the Pamlico Lumber Company held timber rights. One had been obtained on December 5, 1888 from B. T. Godley. It was for a 200-acre site on the east side of Chocowinity Creek (Beaufort County Deed Book 72, page 430). It included a fifteen-year right-of-way for a railroad or tram road. *Washington and the Pamlico* notes that Moss died in an 1891 accident. "With his death, the Pamlico Lumber Company soon went out of business."

The Pamlico Lumber Company's sawmill was on the west bank of the mouth of Blounts Creek. Recorded deeds are not clear as to whether it was the mill previously operated by the S. R. Fowle Lumber Company ("Fowle's old mill") or a separate mill located on the property next-door. (Beaufort County Deed Book 64, page 256).

The 1889 edition of *The Official Railway List* confirms that the Pamlico Lumber Company, with headquarters at Washington, was using a logging railroad. Four right-of-way deeds obtained by the Stran Lumber Company in 1891 provide limited insight into the location of the Pamlico Lumber Company's line. Both operated in the same general area. All of these deeds were recorded in Beaufort County Deed Book 78. In 1891, the Stran Lumber Company was constructing its own railroad toward the west, from the west bank of Blounts Creek. In the first deed, W. A. Blount granted the Stran Lumber

Company a right-of-way "over or across the woodland of the party of the first part lying between where the pole road built by the Pamlico Lumber Company ends on the W. A. B. Branch's land and the Fowle line in the said State & County for the purpose of constructing a tramway or railway . . ." (Book 78, page 366).

A second deed granted a right-of-way "between the mouth of Blount's Creek and the main road leading from Fowle's Blounts Creek Mills & Washington. . . . The said right-of-way to commence at Ecklin's Eastern boundary line, run parallel with bed of pole road built by the Pamlico Lumber Company to Ecklin's Western boundary line, the said right of way is not to exceed Forty feet from said pole road bed . . . for the purpose of constructing a railway or tramway to carry and transfer timber to the mill of Stran Lumber Company" (page 367).

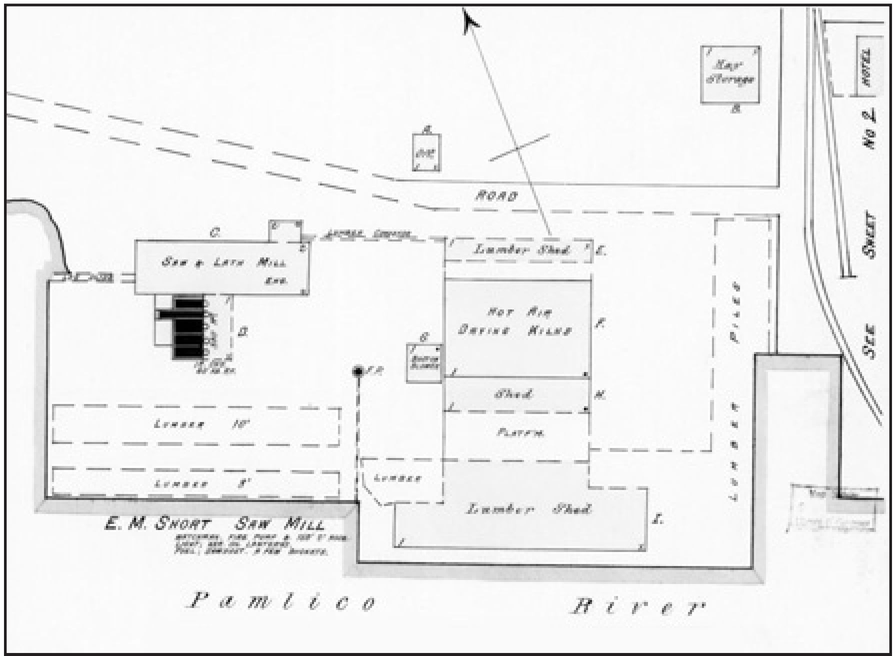
The third deed granted a right-of-way "over or across the land lying between the main road from Washington, NC to Blount's Creek & the dividing canal between W. A. Branch & W. A. Blount's lands, the said right-of-way to commence at the said Washington & Blounts Creek main road and to run parallel with the pole road built by the Pamlico Lumber Company and said right-of-way is not to exceed 20 to 40 feet from said pole road bed, . . ." (page 69).

The fourth deed described Stran's right-of-way from the west line of Ecklin's property to the main road between Washington and Blounts Creek. It was to run parallel with the former Pamlico Lumber Company grade (page 370). Whether the older Pamlico Lumber Company grade lay north or south of the Stran Lumber Company right-of-way could not be determined from these documents.

As a result of the sheriff's sale described earlier, and after receiving a favorable judgement from the Beaufort County Superior Court, Samual Conard was able to sell a large number of assets formerly owned by the Pamlico Lumber Company to the E. M. Short Lumber Company, effective December 24, 1889 (Beaufort County Deed Book 73, page 268).

Eugene Murry Short was the founder of the **E. M. Short Lumber Company**. He was killed in a boiler explosion at his Washington lumber mill on December 10, 1894. Thereafter, his wife, Betty Lee Hancock Short carried on the business for at least another decade. She incorporated the business on November 21, 1903.

Figure 45 is part of the 1891 Sanborn Fire Insurance Company map of the lumber company's mill. It was



45-1891 Sanborn Map of E. M. Short Lumber Co. Mill located on the Pamlico River, at the west end of Washington, North Carolina. Although while it was operating, the Jamesville & Washington Railroad had a terminal next to the E. M. Short Lumber Company mill, most logs were transported to the mill by water. For example, timber from an area about three miles north of Washington was dumped into Cherry Run, which flows into Tranters Creek, eventually reaching the mill via the Pamlico River. In a December 1897 deed, that tract was said to be on "the Cowhead Road [likely near Cow Head Springs] adjoining the lands owned by the late J. R. Cherry . . ." Other bounds mentioned in that document are Flat Branch, Line Branch, and Camp Meeting Branch (Beaufort County Deed Book 98, page 528).

Another timber deed for property in that same area was signed in February 1900. Again, Cowhead Branch and Flat Branch appear in this document, as well as New Ground Branch, Long Ridge Branch, and John Cherry's corner. That deed reveals that the right-of-way for a railroad or tram road leading to a log dump had already been staked out (Beaufort County Deed Book 108, page 203).

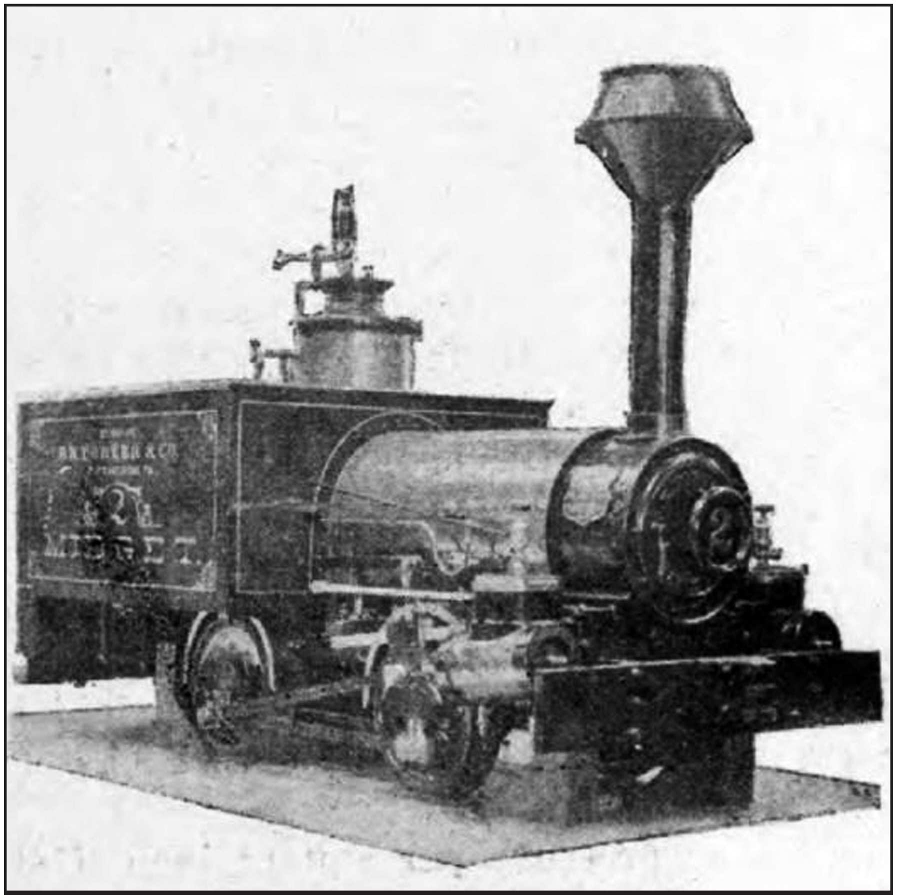
Th log dump was on Cherry Run. It is mentioned in a 1902 document recorded on page 166 of Beaufort County Deed Book 117. That deed granted a right-of-way to the D. C. Way Lumber Company "following the line of the right of way of Bettie Lee Short, trading as E. M. Short Lumber Company, upon the first of the tracts herein described, and already located . . . Also a log landing upon Cherry Run beginning at the landing heretofore used by Bettie Lee Short . . . and extending down the said run or Creek to the Mouth of the Branch . . ." It is surmised that the log dump or "log landing" was located on a tributary to the main channel of Cherry Run. It was likely near the intersection of West 15th Street and Carolina Avenue. After 1902, the D. C. Way Lumber Company reused this grade to access its own timber north of Washington.

Earlier, in 1888, an area distant from Washington was logged by the E. M. Short Lumber Company. That year, the lumber company was granted a right-of-way over property "bounded on the northwest by the old Hardison Mill run" (Beaufort County Deed Book 67, page 586). From *Beaufort County: Two Centuries of Its History*, pages 185 and 186, Hardison's mill was near a bridge crossing Tranter's Creek where a Civil War battle was fought on June 5, 1862. A Union gunboat took part in that engagement and shelled "the woods between the Tar River and the Greenville Road, though taking no part in the battle." Thus, the area immediately west of the community of Latham is likely where this logging grade dumped timber into Tranter's Creek. That right-of-way could not be identified on aerial photographs from 1938.

The most extensive railroad logging operation carried out by the E. M. Short Lumber Company dumped logs at the mouth of Blounts Creek. On December 24, 1889 Samuel Conard sold E. M. Short most of the Pamlico Lumber Company assets located in that region as well as other timber rights from Conard's personal portfolio (Beaufort County Deed Book 73, page 267). The sale included "Fowle's old mill" and dry kilns on the west side of Blounts Creek, a grist mill on the east bank of the creek, a ten-year lease on another property abutting the sawmill, timber rights on various other properties (some as far east as the Core Point region), a pole road locomotive manufactured by the Tanner & Delaney Engine Company of Richmond, Virginia, all cars and track, and the steam launch *Galatia*.

This suggests that the E. M. Short Lumber Company operated log trains over the pole road built previously by the Pamlico Lumber Company. This is confirmed by the 1891 and 1893 editions of the Rand, McNally & Company's *Lumberman's Directory*. Those publications reported that the E. M. Short Lumber Company of Washington, North Carolina was associated with a five-mile logging railroad.

Figure 46 is an 1893 photograph of the Porter locomotive *Midget* when it was on display at the Chicago World's Fair. The image appeared on page 851 of the November 24, 1893 edition of *Railroad Gazette*. After the fair concluded, the engine was purchased by the E. M. Short Lumber Company.

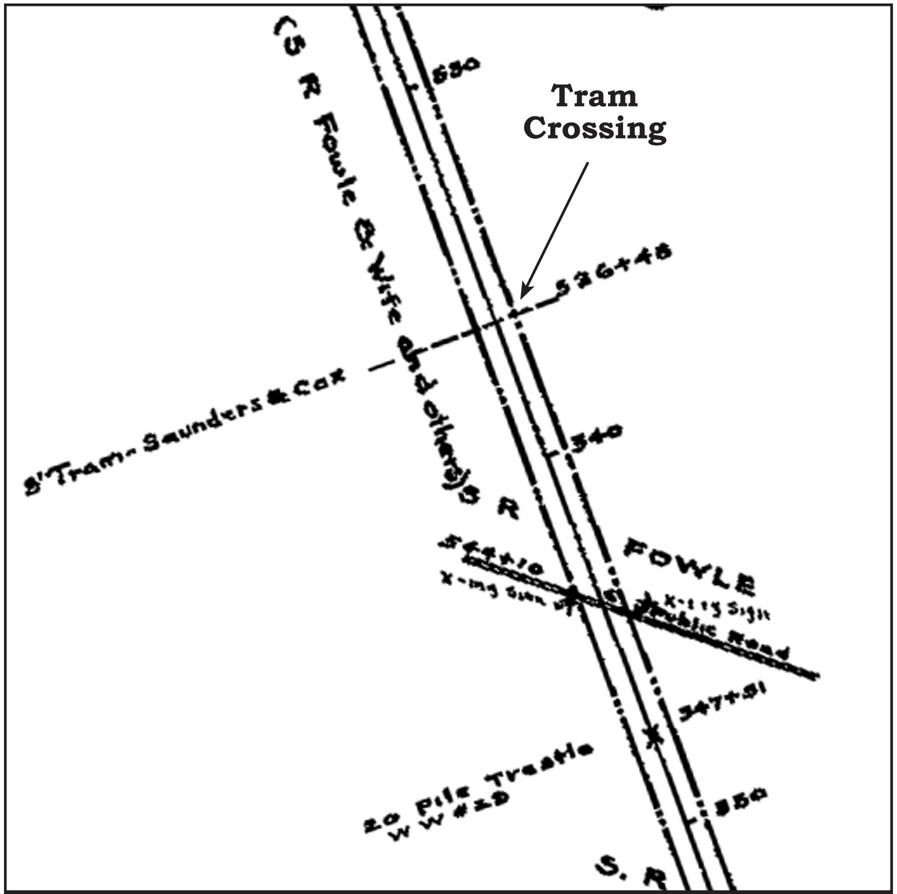


46-1893 Photograph of E. M. Short Locomotive *Midget*

Bath Township was where the company's last extensive rail logging operation was located. It must have dumped logs somewhere along the Pamlico River, possibly east of the mouth of St. Clair Creek. Although it could not be located on aerial photographs from 1938, bounds mentioned in timber deeds recorded in Beaufort County Deed Books include land in Jackson Swamp in 1898 (Book 99, page 292), south side of Pungo Swamp in 1898 (Book 100, page 507), south of the Bath-Woodstock Road in 1899 (Book 104, page 276), on the road between Yeatesville and the Pamlico River in 1900 (Book 108 page 270), and on the east side of St. Clair Creek in 1899 (Book 109, page 127).

The E. M. Short Lumber Company was still included in the 1904-5 edition of *Polk's Lumber Directory* but it appeared without a logging railroad. The company was not listed in the 1907 edition of American Lumberman's *Register of Sawmill and Planing Mill Auxiliary Equipment*.

Martin County History Part II reports that J. M. Saunders and M. S. Cox of Washington, North Carolina were partners in the firm of **Saunders & Cox**. The notation "3' Tram-Saunders & Cox" appears on the 1917 Washington & Vandemere Railroad Valuation map of Valuation Section 7, Sheet 3. Part of that document is shown in Figure 47. This crossing is west of the Blounts Creek waterway. At one time, Joshua A., Noah T. and W. A. Cox owned property in the vicinity of Blounts Creek. In 1902, W. A. Cox obtained timber rights and a railroad right-of-way that may have been part of this tram railway (Beaufort County Deed Book 118, page 109). In 1917, the Saunders



47-Washington & Vandemere Valuation Map

& Cox tram railway probably reused some of the right-of-way originally built by the Stran Lumber Company and subsequently operated by the Beaufort County Lumber Company. During the time when the Beaufort County Lumber Company owned it, S. R. Fowle & Son probably also transported logs over it, for both companies appear to have been using the same log dump on the west side of Blounts Creek. Later, in the 1930s, Saunders & Cox operated at Williamston, in Martin County.

Headquarters for the **Dennis Simmons Lumber Company** was at Williamston, in Martin County. Its largest sawmill, the Astoria Mill, was on the Roanoke River approximately one mile upstream from Jamesville, another community in Martin County. The December 25, 1886 issue of *Northwestern Lumberman* reported that the Dennis Simmons Lumber Company used a four-mile logging railroad which dumped logs into Martin County's Gardner Creek.

The company did little logging in Beaufort County. However, in 1913, it purchased several tracts of timber along the Beaufort-Martin County border. Bounds mentioned for some of that timberland were Gum Swamp (Beaufort County Deed Book 175, page 279 referring back to Beaufort County Deed Book 170, page 581) and the Washington Robersonville Road at the county line (Beaufort County Deed Book 176, page 205). R. S. Wollard was the grantor of another 1913 deed (Beaufort County Deed Book 175, page 438) along with a deed from S. A. Woolard (Beaufort County Deed Book 178, page 26). Those properties were likely near Woolard's Crossroads (now called Batts Crossroads).

In Pitt County, the Dennis Simmons Lumber Company had another sawmill on Tar River at Center Bluff, approximately 0.6-mile northeast of Bruce. It was supplied by a tram railway which extended into land along Grindle Creek. The August 10, 1894 issue of *The Greenville Index* reported "The Dennis Simmons lumber company road from Center Bluff to Grindle Creek is badly washed up and the stock of mules, oxen, and horses are on an island." The mill on Tar River was further described as "the Avon Mill" in an 1897 deed recorded on page 679 of Beaufort County Deed Book 94.

An additional Dennis Simmons Lumber Company operation was at Kenly, in Johnston County. Elm City, in Wilson County, was the site of another company sawmill. When timber there ran out, the Elm City mill was moved to Dennis Simmons siding on the Norfolk Southern Railroad, immediately west of Middlesex in Nash County.

Washington and the Pamlico provides a concise history of the **Springer Lumber Company**. Edward D. Springer of Cape May, New Jersey spent time along the coast of North Carolina while an Ensign in the US Navy during the Civil War. At the conclusion of the war, he returned to New Jersey and recruited his brother, Willdin Springer, and his father, Samuel Springer to join him in logging Beaufort County timber. Their original firm was called Edward D. and Willdin Springer. The enterprise was established on Bond Creek in 1866. Each brother made their home at the community of South Creek.

Washington and the Pamlico continues: “In the 1890s, a large band sawmill and dry kilns were erected and the Springers purchased timber in large quantities in eastern Beaufort County and also large tracts in Hyde County. The company’s tugboat *Glide* brought in great rafts of logs from the nearby creeks and streams. Logging railroads were operated over a large area by the company. The business was incorporated in 1893 with Willdin Springer, Edward Springer, and John H. Small listed as incorporators.”

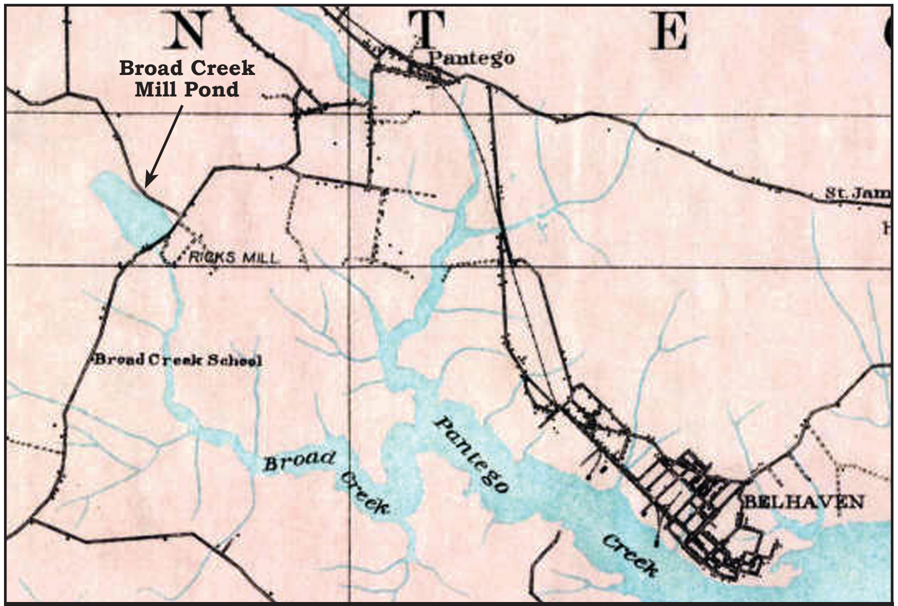
Where any railroads built by the Springer Lumber Company were located could not be established by a review of Beaufort County deeds in which the Springers appear as grantee. However, in the case of such property purchases, no mention of intended railroad construction would have been required in order to construct a right-of-way. The relatively few timber deeds that were filed do not mention rights-of-way for railroads or tram roads. Nonetheless, examination of a 1938 aerial photograph of the vicinity around South Creek reveals a feature that is compatible with an old railroad grade on the west side of Bond Creek. It extended as far south as Spring Creek Road and perhaps beyond. The southernmost part of that grade is now called Fork Point Road, but in the early 1900s, it was known as Springer Avenue.

In 1907, Edward and Willdin Springer liquidated the Springer Lumber Company and Edward joined three other men in the incorporation of the South Creek Lumber Company. By 1912, the South Creek Lumber Company was insolvent and on May 25, the mill at South Creek was sold to the Dixie Lumber Company (Beaufort County Deed Book 172, page 290). *Washington and the Pamlico* explains that in the 1920s, the mill at South Creek was acquired by the Martin Lumber Company, which operated it until the early 1930s, when it closed permanently.

David C. Way founded the **D. C. Way Lumber Company**. His company signed its first timber deed in Beaufort County in 1881 (Beaufort County Deed Book 50, page 8). That property was on the south side of the Washington-Leechville Road and was further described as part of the Bay Swamp Tract. In another 1881 deed, timber was obtained on a 270-acre Bath Township parcel called Jordan Creek, likely referring to a creek by the same name which is south and east of Winsteadville. Timber on another tract immediately west of Jordan Creek, on the west side of the Yeatesville to Woodstock Road (the approximate location of Modern-day Winsteadville) was purchased in 1888 (Beaufort County Deed Book 68, page 322).

During his working career, David C. Way resided at Haslin, a place which no longer exists as a recognized community. It was located approximately halfway between Pantego and Leechville and was the company headquarters. The company's earliest sawmill was located on property owned previously by Thomas Satterthwaite. It was on the west side of Pungo River, in Bath Township (Beaufort County Deed Book 35, page 183; Book 38, page 76; and Book 74, page 387). It burned in 1887 and was rebuilt (see August 16, 1887 Washington *Weekly Progress*). Logs from Bath and Pantego Townships were sawed at that mill. The company also operated logging railroads in Washington and Chocowinity Townships.

The D. C. Way Lumber Company was incorporated formally on January 29, 1890. The 1891 edition of Rand, McNally & Company's *Lumber Dealers* mentioned only the company's headquarters at Haslin, with no railroad. The 1893 edition of the same publication again reported Haslin as headquarters and noted that it was associated with a three-mile logging railroad. Likely, it was a tram railway which terminated in the region of the Broad Creek Mill Pond. That pond was in the Pantego-Broad Creek Precinct of Pantego Township. A right-of-way there was secured from E. W. Gaylord in 1892 (Beaufort County Deed Book 82, page 69). The mill pond no longer exists but was included in the 1908 *Beaufort County North Carolina Geological and Economic Survey*, part of which is visible in Figure 48. The tram railway was said to have crossed "the Washington Road" (now Highway 264) to terminate on Broad Creek. The terminal was probably immediately northeast of the place where Highway 264 currently crosses the modern-day channel of Broad Creek (see Beaufort County Deed Book 81, page 256). The exact location of this tram grade could not be determined by examination of aerial photographs from 1938.



48-1908 *Beaufort County North Carolina Geological . . .*

In the 1890s, a locomotive manufactured by Burnham, Williams & Company of Philadelphia, Pennsylvania (proprietors of the Baldwin Locomotive Works) was used by the D. C. Way Lumber Company. Named *Jordan #1*, it possibly operated on D. C. Way's Broad Creek tram railway. Its name suggests that earlier, it might have operated at Jordan Creek. This engine was sold to J. H. Davenport, with whom the D. C. Way Lumber Company had other business dealings, on February 7, 1897 (Beaufort County Deed Book 94, page 657).

The first Washington Township timber deed obtained the D. C. Way Lumber Company was obtained in 1895 (Beaufort County Deed Book 90, page 651). That property was located along the main road between Washington and Williamston. Although several water courses were named as bounds, none of them appear on modern maps. The property adjoined E. G. Hodges,

W. E. Jackson, and J. A. Beebe and was described as beginning on the Washington and Williamston Road at Little Cow Head Branch, running with said branch to Big Cow Head Branch, then with said branch to the mouth of New Ground Branch, then with said branch to Beebe's line, then to Log Ridge Branch, then with said branch to W. E. Jackson's line, and eventually along the Main Road to the beginning point.

Another 1895 deed mentions Calf Branch (assumed to have been in the vicinity of modern-day Calf Branch Road) and Mill Road (Beaufort County Deed Book 90, page 682). Also in 1895, a document recorded on page 686 of Beaufort County Deed Book 90 describes a parcel beginning on Jamesville Road, then mentions Singleton's Road and also Gallberry Road toward the town of Washington, at the place where Gallberry Road is crossed by "the old tram road" (assumed to have been an abandoned branch of the Jamesville & Washington Railroad) and then along the old tram road to the beginning. Yet another 1895 timber and right-of-way deed granted rights to a property bounded by Mill Swamp, which is located immediately east of Stallings Crossroads (Beaufort County Deed Book 91, page 270).

The D. C. Way Lumber Company appears not to have constructed a railroad accessing these parcels until a few years later. In 1899, the company was still acquiring timber rights north of Washington. From Jeremiah C. Swanner, a right-of-way was obtained on the west side of Washington-Williamston Road. The Swanner Family Graveyard is probably near or on that property, which is 0.8-mile north of the junction of Highway 17 and Ball Road (Beaufort County Deed Book 102 page 367).

In 1902, a large number of recorded Beaufort County deeds granted the right to harvest timber and build a railroad in the region north of Washington. One, from L. R. Stallings, was located near the Martin County line. A named bound was the "Road Williamston & Washington at Stallings X Roads South West of said road." Included was the right to select a 60-foot-wide railroad right-of-way. A detailed description of that property is contained in an 1870 deed: "Beginning at the Cross-Roads at Hardy Stalling's shop-running in a Western direction with said road to Joseph Robason's line-then in a southern direction, with the said Robason's, to the run of Great Branch-then with the run of said Branch to the run of the Big Swamp-thence with the run of said Swamp to the Main Road-thence with said road to the beginning, containing, by estimation, ninety acres, more or less." (Beaufort County Deed Book 114, page 533).

During 1902, several additional properties were secured along Highway 17 in the contiguous part of Martin County. Timber and a right-of-way on the west side of Southwick Creek and west side of Hazy Swamp were secured through a deed recorded on page 210 of Martin County Deed Book HHH.

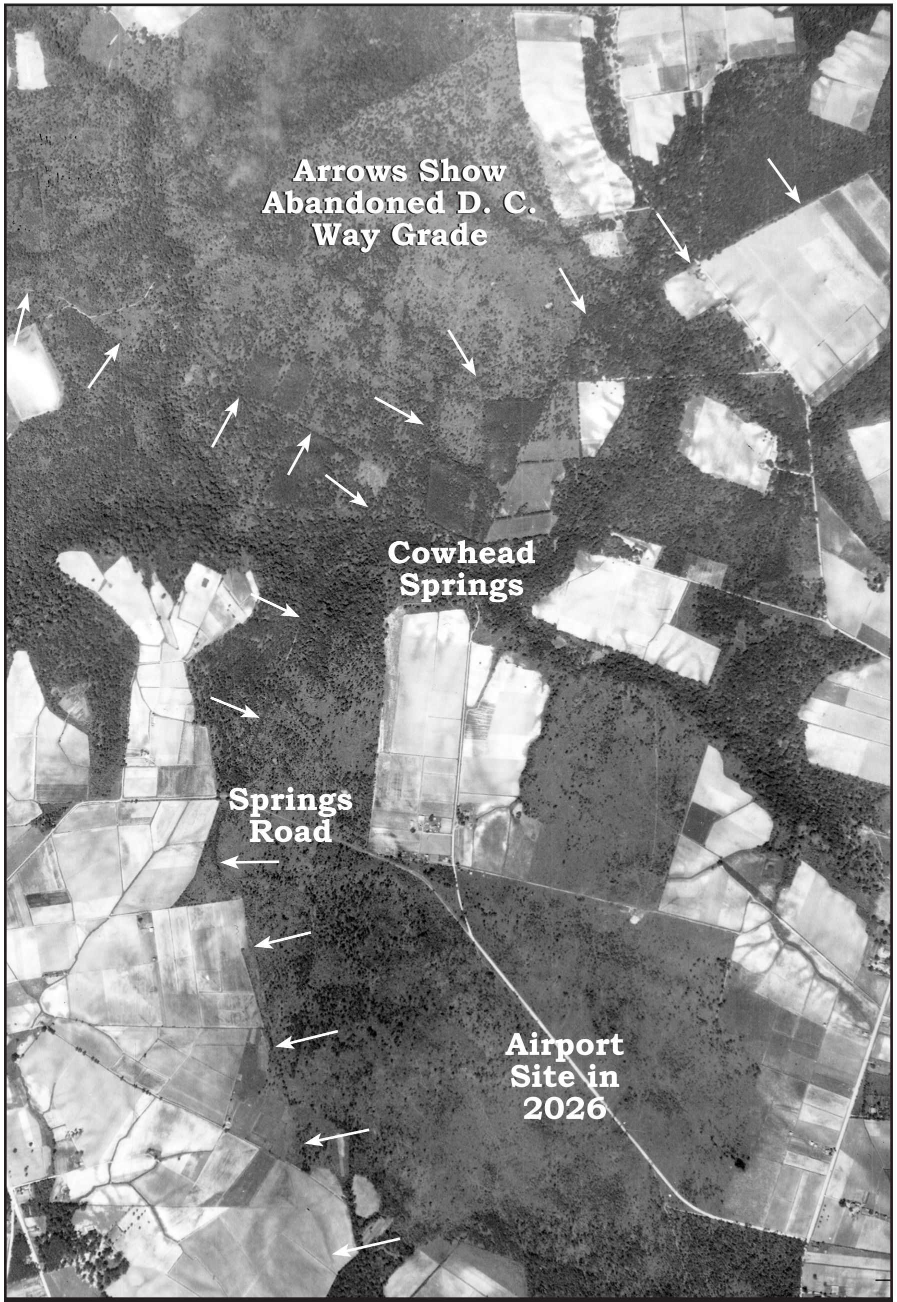
Another 1902 deed reveals that the E. M. Short Lumber Company had previously located (and probably operated) a railroad right-of-way in an area where the D. C. Way Lumber Company was acquiring timber rights. That place was immediately north of the area where the Washington-Warren Field Airport now exists. The deed notes that a new right-of-way, adjoining the land of J. R. Cherry, was sold to the D. C. Way Lumber Company by John D. Perry. It was granted over the same ground as the previous E. M. Short right-of-way.

Perry had purchased that property in 1901. It began "North West of the Mill house dam, on the North east of the Mill road, and northeast of the fork of said Mill road and Cow Head road, . . . head of Flat branch . . . East of Camp Meeting branch . . . the Mill pond at high water mark to near the fork thereof, thence West across the pond to a red oak at the East side of the Mill road . . ." (Beaufort County Deed Book 114, page 555). This land had been conveyed to John D. Perry in 1900 by Bettie Lee Short, representing the E. M. Short Lumber Company (Beaufort County Deed Book 109, page 598).

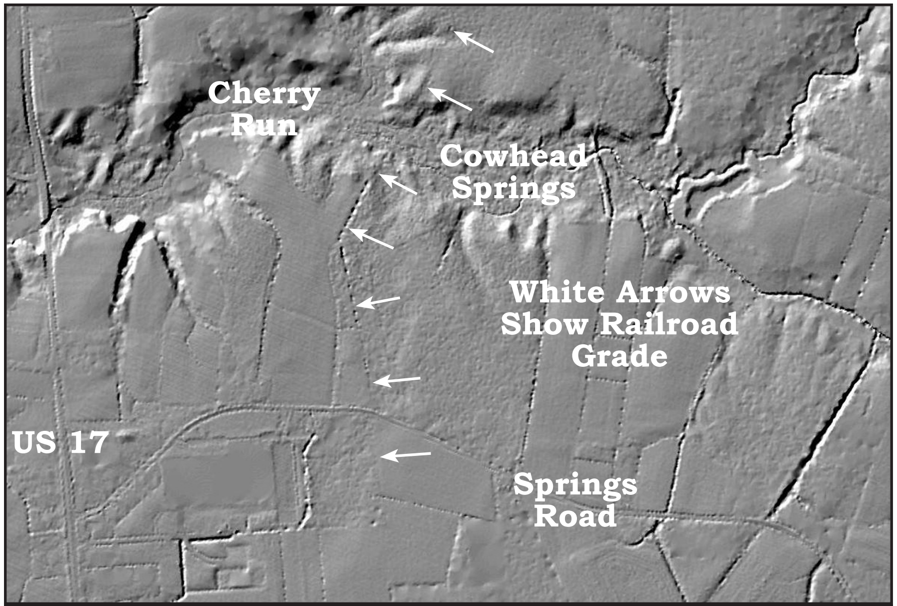
Figure 49 is part of a 1938 aerial photograph of the area along Springs Road, immediately north of the place where Warren Field is currently located. Note the abandoned D. C. Way Lumber Company railroad grade and the location of a place called Cow Head Springs. Figure 50 is a modern LiDAR image of ground features in the same general area. In another 1902 deed, several members of the Cherry family, plus Betty Lee Short, sold "a right of way twenty feet in width and following the right of way heretofore located by the said Bettie Lee Short . . ." over another nearby parcel. That document specifically excluded six acres surrounding Cow Head Springs from the transaction (Beaufort County Deed Book 114, page 576).

It seems likely that initially, in 1902, the D. C. Way Lumber Company railroad used the same log dump, on Cherry Run, which had formerly been operated by the E. M. Short Lumber Company. Described as a "log landing," it was named in the right-of-way deed recorded on page 166 of Beaufort County Deed Book 117. That document also noted that the property was on the east side of the Washington to Greenville Road.

In 1905, that D. C. Way Lumber Company grade was extended across the Atlantic Coast Line Railroad, reaching a new log dump on Kennedy Creek. That right-of-way was secured via documents recorded in Beaufort



49-1938 Aerial Photograph North of Washington



50-LiDAR Ground Image of Cowhead Springs Area

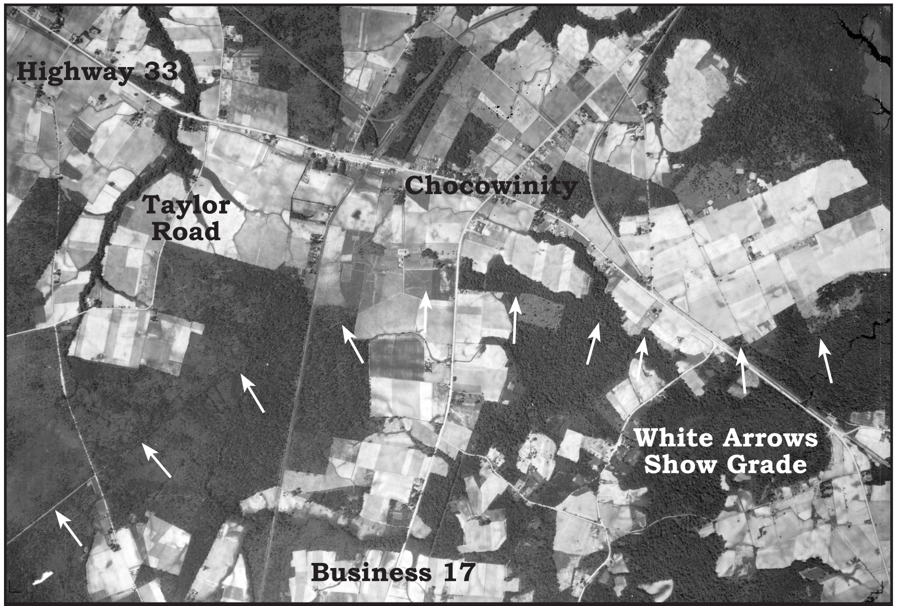
County Deed Book 134, pages 130 and 168 and Deed Book 147, page 211.

Logging by the D. C. Way Lumber Company in Chocowinity Township started out in conjunction with **J. H. Davenport**. In 1890, Jordan H. Davenport was the proprietor of a general store at Yeatesville. In 1897, he resided at Haslin, where he also had a store and post office. At about that time, Davenport ventured into logging and in February 1897, he purchased a steam locomotive named *Jordan* from the D. C. Way Lumber Company. Where that engine was used has not been determined. Early in the twentieth century, Davenport had a significant business relationship with the D. C. Way Lumber Company, collaborating on the lumber company's logging operation in Chocowinity Township.

On October 19, 1898 Fred Wolfenden and others sold to the D. C. Way Lumber Company a right-of-way over two tracts of land: "said right of way has been located down to the old Crawford Tar landing upon Chocowinity Creek . . . for the purpose of locating and constructing upon the said right of way a railroad or tram road for the purpose of transporting and hauling mill logs for and during the period of seven years . . ." (Beaufort County Deed Book 101, page 105). J. H. Davenport was contracted to log along this right-of-way.

On October 1, 1902 the D. C. Way Lumber Company acquired the Chocowinity Township railroad operated by J. H. Davenport. The sale included a Baldwin locomotive (Builder #15103), a Porter locomotive (Builder #1054), twelve eight-wheel log cars, and a steam logging railroad which travelled west from an origin at Wolfenden Landing on Chocowinity Bay. It was stated that the D. C. Way Lumber Company already owned the rails and right-of-way used by Davenport (Beaufort County Deed Book 117, page 551). In 1904, the agreement granting a right-of-way and use of a log landing, obtained from Fred Wolfenson in 1898, was extended until 1907 by the D. C. Way Lumber Company (Beaufort County Deed Book 127, page 577).

Figure 51 is a 1938 aerial photograph of the area immediately west of the location of "the old Crawford Tar Landing." Arrows show the location of the abandoned Davenport grade. In 1902, the D. C. Way Lumber Company became the operator of that right-of-way. It was used to access a large area of timber southwest of the community of Chocowinity. That line crossed two separate segments of track operated by the Beaufort County Lumber Company. Page 343 of *Washington and the Pamlico* describes a 1902 incident that occurred at one of those crossing points, southwest of the southwest



51-1938 Aerial Photograph West of "Old Tar Landing"

end of modern-day Wells Road. The Beaufort County Lumber Company grade there must have been part of the tram railway that led to the west side of the mouth of Blounts Creek near Blounts Bay. However, in 1938 aerial photographs, it could not be identified in the area where the two lines must have intersected.

Washington and the Pamlico narrates: "In June of 1902, the D. C. Way Lumber Company was logging on the south side of the Pamlico on the Buck lands in Chocowinity Township. It so happened that the Beaufort County Lumber Company was logging on the same lands and it became necessary for the logging railroad of the Beaufort County Logging company to cross at right angles, the logging railroad of the D. C. Way Lumber Company. This did not set well at all with the logging superintendent of the Way Company, and he decided to do something about it. On June 26, 1902 employees on the log train of Beaufort County Lumber Company saw, as they approached the junction crossing, that the Way Lumber Company had unloaded a load of logs on each side of its railroad directly on the tracks of the Beaufort County Lumber Company. The B. C. L. Company employees removed the logs after considerable delay and proceeded on their way. The next day, as the workday drew to a close and the last B. C. L. Company train was on its way to the log dump in the Pamlico River, there sat the D. C. Way Company's entire train blocking the crossing. No one was on the Way train, but it had been locked into place by heavy chain spikes and padlocks thus securing it to the tracks of the logging railroad upon which it sat. This was the last straw and the B. C. L. Company logging manager rushed to Washington to get an injunction against the D. C. Way Lumber Company in order to prevent the B. C. L. Company from having to halt work and resort to 'force and violence.' The entire incident was thought to have been triggered by a personal feud between the two logging superintendents, but this is not entirely clear."

In the preceding paragraph, "the Buck lands" refers to a 1,288-acre parcel which previously had been homesteaded by Thomas H. Buck. On the map at the beginning of this chapter, "Buck School" appears along the road leading south from the community of Chocowinity. It is surmised that this is the area where the "Buck lands" were located. The just described 1902 incident may have occurred on one part of that land, which is specified in a December 18, 1899 document recorded on page 351 of Beaufort County Deed Book 105. Therein, the D. C. Way Lumber Company purchased, for a period of ten years, a right-of-way over a certain parcel owned by Henry R. Mills. Mills also granted an option, for the following five years, to the D. C. Way Lumber Company. The option permitted the D. C. Way Lumber Company to purchase the timber on that parcel, subject to unspecified rights previously granted to the Beaufort County Lumber Company. The document states that no contracts, agreements, or rights-of-way with the Beaufort County Lumber Company were to be renewed.

The property owned by Mills was known as "the 'Homestead of Thomas Buck' deceased" and had been purchased by Mills in 1895 (Beaufort County Deed Book 90, page 160). Review of that 1895 deed reveals that on April 10, 1888 the Beaufort County Lumber Company purchased timber rights on a portion of that property for a period of fifteen years (Beaufort County Deed Book 68, page 445). Thus, those rights were due to expire approximately ten months after the 1902 incident occurred. Perhaps the D. C. Way Lumber Company attempted to exercise its timber option a bit early.

However, the 1902 incident might also have occurred on another, nearby 50-acre parcel upon which both the Beaufort County Lumber Company and the D. C. Way Lumber Company held a right-of-way. On January 23, 1899, R. D. Wall sold the timber on this tract, plus a right-of-way over it, to the Beaufort County Lumber Company. This property was said to have been in Long Neck, adjoining the properties of James Paramour and Samuel Dixon. It was situated on the west side of New Bern Road and on the east side of Chicod Creek (Beaufort County Deed Book 101, page 437). Significantly, on December 20, 1899, Wall sold a right-of-way over precisely the same 50-acre tract to the D. C. Way Lumber Company (Beaufort Deed Book 105, page 349).

The mainline of this D. C. Way Lumber Company railroad crossed another branch line belonging to the Beaufort County Lumber Company (in this case, a branch of the Greenville & Vanceboro Railroad) in the southwest corner of Beaufort County. There, on September 15, 1898 the D. C. Way Lumber Company sold an undivided half interest in 1,900 acres, bounded on one side by Creeping Swamp, to the Beaufort County Lumber Company (Beaufort County Deed Book 101, page 29).

The D. C. Way Lumber Company headquarters remained at Haslin until April 28, 1906, when most assets of the company were sold to the Interstate Cooperage Company (Beaufort County Deed Book 138, page 490). The sale included timberland and rights-of-way in Chocowinity, Washington, Bath, and Pantego Townships. An additional right-of-way in Pantego Township was acquired by the Interstate Cooperage Company in February 1907 (Beaufort County Deed Book 142, page 574).

James T. Winfield was a manufacturer of shingles at a mill on Chocowinity-Greenville Road near a community south of Washington, North Carolina known as Chocowinity Crossroads. Equipment for his mill was acquired in 1888 (Beaufort County Deed Book 69, pages 161-165). In 1893, a new mill site was leased from Joseph F. Godley. It was on a road leading from Chocowinity-Greenville Road to Upper Bear Creek Landing (Beaufort County Deed Book 84, page 223).

Both the 1891 and 1893 editions of Rand, McNally & Company's *Lumberman's Directory* reported that the J. T. Winfield Lumber Company of Washington, North Carolina operated a five-mile logging railroad. However, there is reason to question whether Winfield actually used a true railroad. He never purchased any rights-of-way for tram or railroad, and no timber deeds with him as grantee were recorded. Although Winfield did purchase several tracts of land farther south, around the headwaters of Chocowinity Creek, he later sold those properties to other logging companies.

Winfield probably experienced a cash flow problem as the Panic of 1893 developed. He repeatedly mortgaged his various properties to different lenders. None of those properties used as collateral included a railroad. One, signed in May 1893, listed Winfield's shingle machine and other mill equipment, as well as mules and horses (Beaufort County Deed Book 82, page 571). Another, inked in January 1894, mentioned three mules, two horses, four carts, and two wagons (Beaufort County Deed Book 85, page 278).

The **Interstate Cooperage Company** was an organization chartered in New York State as a subsidiary of the Standard Oil Company. During 1905, the cooperage company built a large plant in Belhaven. In 1906, it purchased the timber, timber rights, and rights-of-way of the D. C. Way Lumber Company (Beaufort County Deed Book 38, page 490). In addition to the Beaufort County assets, the sale included properties in Hyde, Washington, Pitt, and Carteret Counties (Craven County Deed Book 159, page 426). In 1907 and 1912, timber rights were secured in Martin County in the area north of the Washington County rights-of-way obtained from the D. C. Way Lumber Company. In 1923, the Interstate Cooperage Company contracted to log timber on a 41,000-acre tract owned by the J & W Land Company in Beaufort, Washington, and Martin Counties (Martin County Deed Book O2, pages 417 and 439).

The cooperage company mostly harvested the type of wood which remained after other logging companies had removed more valuable species such as pine. It often reused the same rights-of-way constructed by the preceding logging company. It built some new, usually short segments of railroad which were often located near water, which was used to transport those logs to its Belhaven mill.

American Lumberman's 1907 *Sawmill Equipment Register* reported that headquarters for the Interstate Cooperage Company was at Cleveland, Ohio. The North Carolina operation at Belhaven was associated with twenty miles of three-foot gauge railroad. That year, twenty additional miles were under construction and the railroad used four locomotives with twenty log cars. The 1912 edition of the same publication listed no railroad for the Interstate Cooperage Company. However, that information must have been incomplete, for on May 17, 1912 the company renewed a right-of-way previously granted by R. H. Leggette to the D. C. Way Lumber Company. That property was north of the town of Washington (Beaufort County Deed Book 172, page 192).

In addition to using the old D. C. Way Lumber Company grades in Washington Township, the Interstate Cooperage Company operated segments of railroad in Pantego, Richland, Chocowinity, and Bath Townships. In Bath Township, a right-of-way in Jackson Swamp was purchased in 1906. In that deed, the grade was said to follow the path of a previous railroad used by "J. W. Browning" (likely John W. Branning's Bayside & Yeatesville Railroad) and was bounded on the north by land owned by John B. Killingsworth (Beaufort County Deed Book 142, page 307). Another right-of-way was secured in 1907 over a parcel which began at the mouth of Jack Creek and extended west along the south side of Pungo Creek (Beaufort County Deed Book 149, page 323). Rights-of-way were secured in a couple of other areas, the location of which could not be determined.

In Pantego Township, a log banking ground on Upper Dowery Creek, as well as a right-of-way over the surrounding property, was obtained in 1907. Part of that right-of-way followed the path of an earlier tram road called “the old John Hope Tramway.” The northern end of this grade was in what was known as “the Beach Ridge Tract” which was in the vicinity of modern-day Beach Ridge Road (Beaufort County Deed Book 142, pages 523 and 574). A 1910 right-of-way was granted on the north side of Cuckolds Creek, east of Highway 264 (Beaufort County Deed Book 162, page 6).

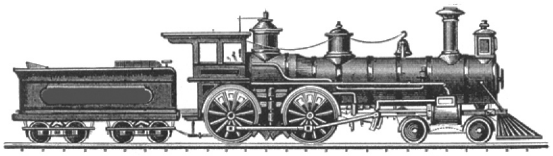
In 1913, timber, and a right-of-way was obtained west of Bishops Crossing from the North Carolina Timber Corporation. That right-of-way is now known as Railroad Bed Road. It had previously been the site of a tram railroad used by the John L. Roper Lumber Company. After the Roper company finished its logging, the property was sold to Isiah and Mary Bishop, who resold it to the North Carolina Timber Corporation. In 1915, another right-of-way was purchased on the south side of Pungo River “on the Turn Pike Road (Beaufort County deed Book 183, page 472).

In Richland Township, the company bought a right-of-way in 1909 from W. T. Hudnell. It was located upon a “tract of land along the east side of the New Road leading from Bond’s Creek to the South Creek and Aurora Road.” (Beaufort County Deed Book 153, page 518 and Book 157, page 11).

In 1912, the company acquired and then reused a former Roanoke Railroad & Lumber Company grade over Alfred H. Caton’s property located “on the east side of the East Prong of Durham’s Creek . . . said right of way is to be located on the said land on the right of way formerly used by the Roanoke Railroad & Lumber Company, as near as can be done.” The “East Prong” is a branch of Durham Creek which currently is crossed by Fork Road. That right-of-way crossed Old Sandhill Road (now Highway 306) immediately south of the Prescott community (Beaufort County Deed Book 169, page 449 and 451).

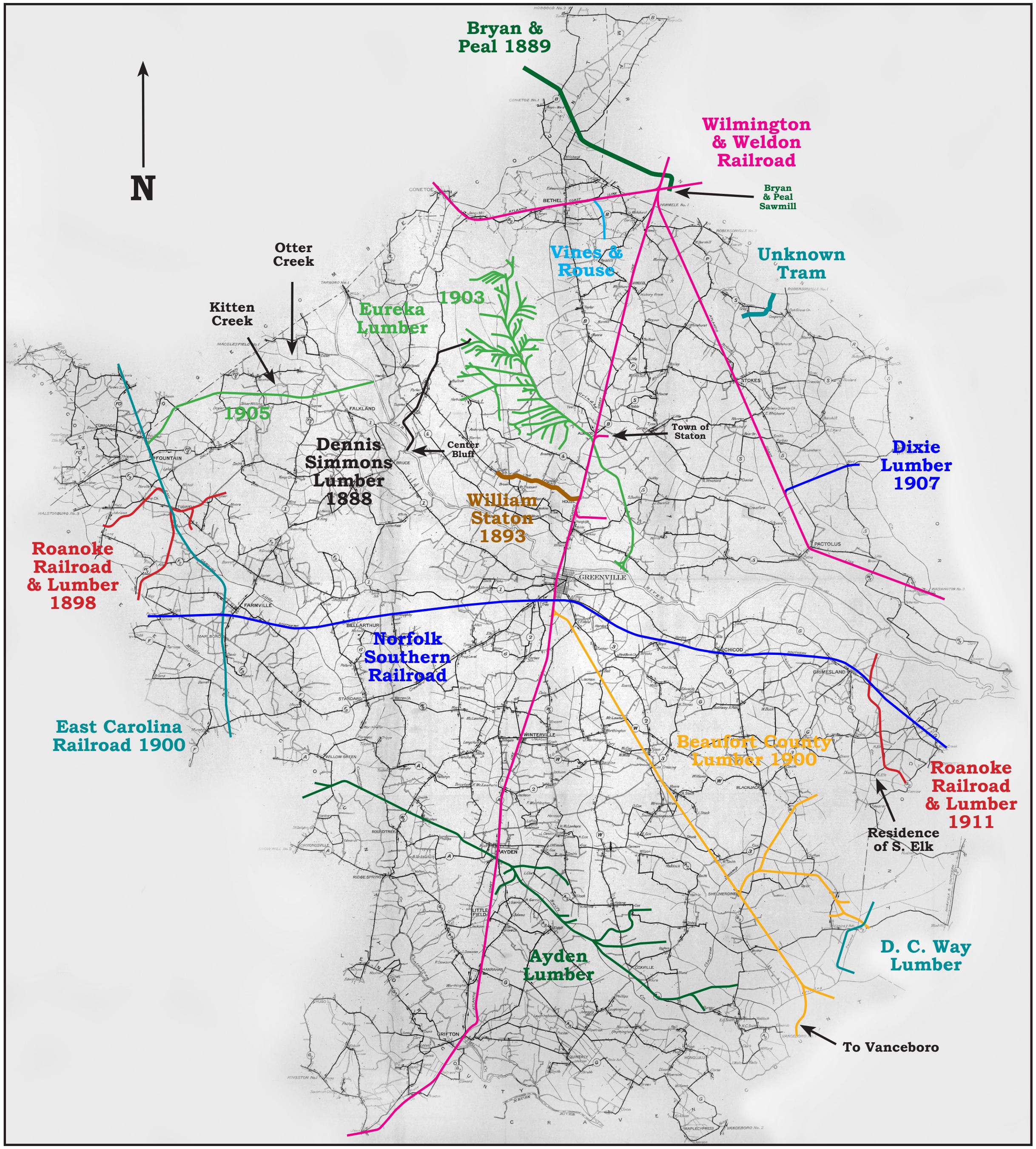
Another 1912 right-of-way deed was recorded over a property in Idalia Precinct, south of Aurora. This parcel was situated east and west of Bay City Road (at that time called Gum Swamp Road) and also bounded on the west by South Creek. Logs hauled over this track were likely dumped into South Creek. Several other tracts in this same area, along with right-of-way, were also acquired (Beaufort County Deed Book 155, page 591 and Deed Book 170, page 283).

The last Beaufort County right-of way deed secured by the Interstate Cooperage Company was recorded on April 12, 1916 (Deed Book 191, page 267).



Chapter 7

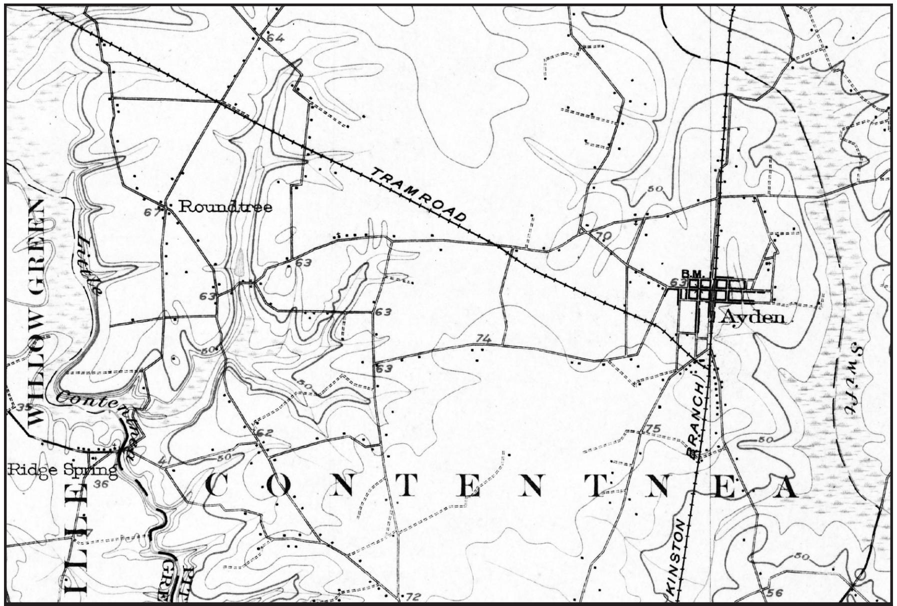
Pitt County


N
Bryan & Peal 1889
Wilmington & Weldon Railroad
Bryan & Peal Sawmill
Vines & Rouse
Unknown Tram
Otter Creek
Kitten Creek
Eureka Lumber
1903
1905
Dennis Simmons Lumber 1888
Center Bluff
Town of Staton
Dixie Lumber 1907
William Staton 1893
Roanoke Railroad & Lumber 1898
GREENVILLE
Norfolk Southern Railroad
East Carolina Railroad 1900
Beaufort County Lumber 1900
Roanoke Railroad & Lumber 1911
Residence of S. Elk
D. C. Way Lumber
Ayden Lumber
To Vanceboro

Pitt County Railroads

G. J. Cherry and W. S. Swindell were business partners at Ayden in 1896 when they purchased their first Pitt County timberland. Their business, known as the **Ayden Lumber Company**, was soon in operation. The September 3, 1897 the Greenville *King's Weekly* reported "**Ayden Lumber Company**-This company has a complete saw mill plant with a capacity of 20,000 feet of sawed lumber per day. They manufacture rough lumber of all kinds, air or kiln dried. This company purchased the plant some over two years ago and has enjoyed a prosperous business. . . . Tram roads to adjoining forests afford a partial supply of logs but many are also brought from other sections by railroad."

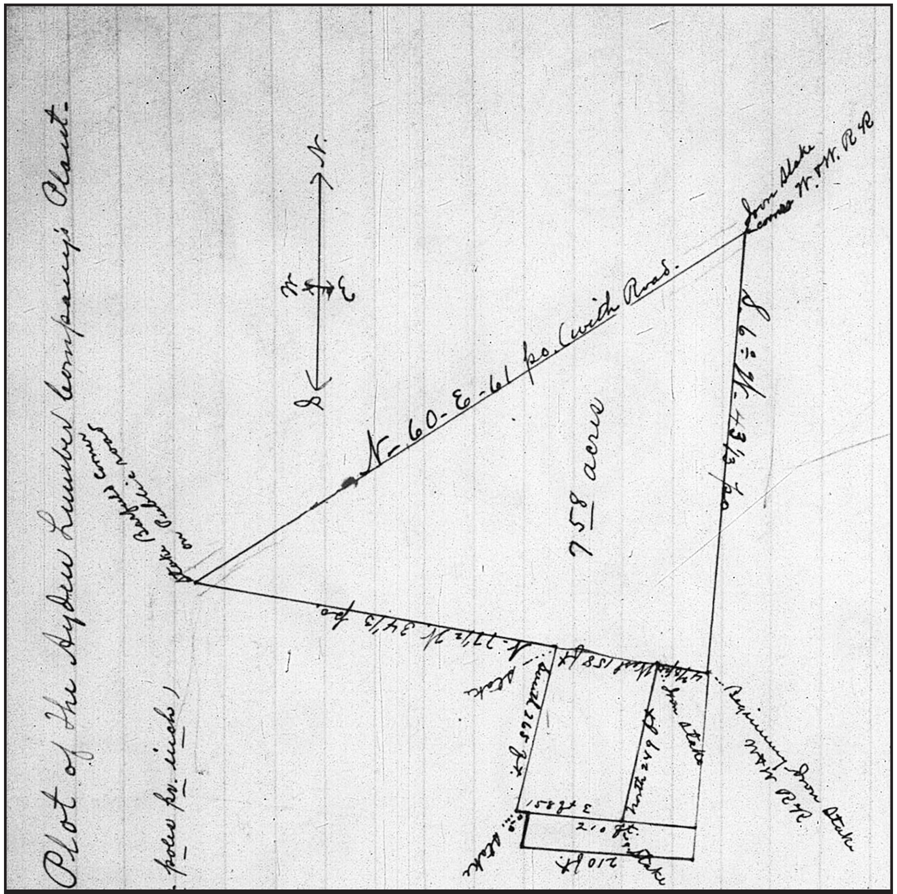
The July 26, 1899 Greenville *Christian Advocate* mentioned "The Ayden Lumber Company of Ayden, Pitt County, with a capital stock of $15,000.00 was incorporated last Friday. Incorporators are Gisbourne J. Cherry, W. S. Swindell, and David Gibb."


TRAMROAD
Roundtree
B.M.
Ayden
WILLOW GREEN
Little
Conte
Ridge Spring
CONTENTNEA
KINSTON
BRANCH
Swift

1-1902 USGS Map of Ayden Quadrangle

The October 13, 1899 issue of the Greenville *King's Weekly* noted "The Ayden Lumber company has commenced work in real earnest. Mr. C. R. Speight, of Parmele and Mr. George Bounds of Maryland have arrived and are located at Mr. Walter Barfield's. They are masters of construction, and they will soon have the mill, dry kiln, and railroad in active operation. We give all hands a hearty welcome, and wish them the greatest possible success."

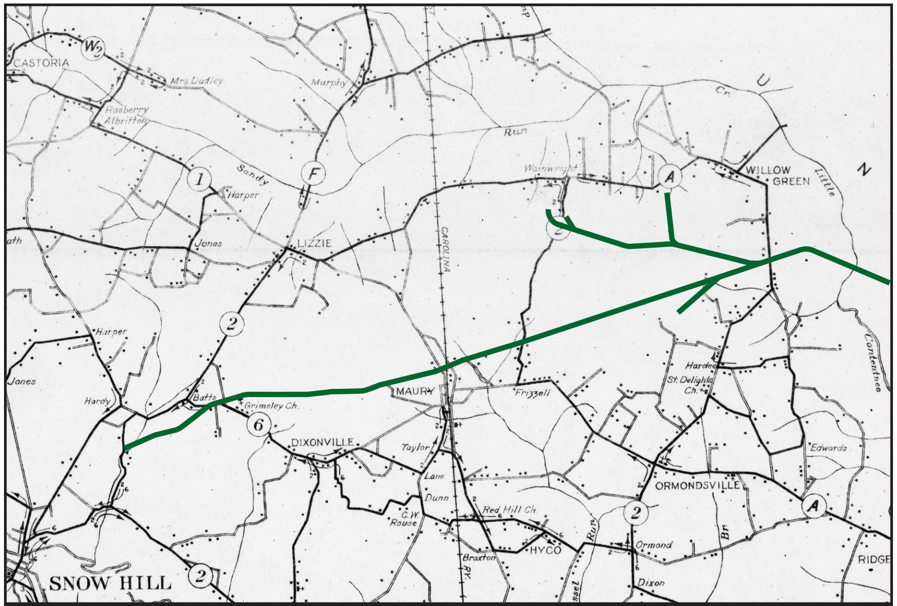
The lumber company operated two segments of logging railroad. The first to be built travelled northwest from


Plot of the Ayden Lumber Company's Plant.
poles pr. inch
N.
S.
N-60-E-61 po. (with Road.
Iron Stake corner N. & W. R R
S 6½ W 43 1/3 po
7 5/8 acres
N-77½ W 34 1/3 po.
Stake
Iron Stake
Iron Stake
210 ft.
158 ft.
North 249 ft.

2-1903 Plat of Ayden Lumber Company Plant

Ayden. That segment is visible in part of the 1902 USGS map of Ayden Quadrangle reproduced in Figure 1. The August 1, 1901 issue of Raleigh's *The News and Observer* commented: ". . . the Ayden Lumber Company, the last named operating a railroad to Snow Hill." That statement was not entirely accurate, for the January 29, 1902 Kinston *Free Press* reprinted, from the *Ayden Baptist* "The Ayden Lumber Company have extended their road to within a few miles of Snow Hill [in Greene County]. They are doing a fine business under the very excellent management of F. G. Buhmann."

In 1903, the company recorded the plat for its Ayden plant on page 143 of Pitt County Deed Book BB. That plat is reproduced in Figure 2. Figure 3 shows the Ayden Lumber Company railroad in Greene County. It was described as a standard-gauge line in right-of-way and timber deeds from that county. One was recorded in Greene County Deed Book 42, pages 185-190. It mentions bounds which can be recognized in modern times. Page 185 reads "Beginning at the Hookerton and Willow Green Road on the line between R. A. L. Carr and W. A. Darden & wife [Olivia] and runs nearly west to the line of the land deeded by R. A. L. Carr & wife to Roberta Dixon, . . ." Page 186 describes the right-of-way east of the Hookerton to Willow Green Road, which followed the property line between Carr and Darden. Farther east, page 188 mentions that the railroad crossed Little Contentnea Creek via a bridge and from there, travelled almost directly west to "the R. A. L. Carr line."

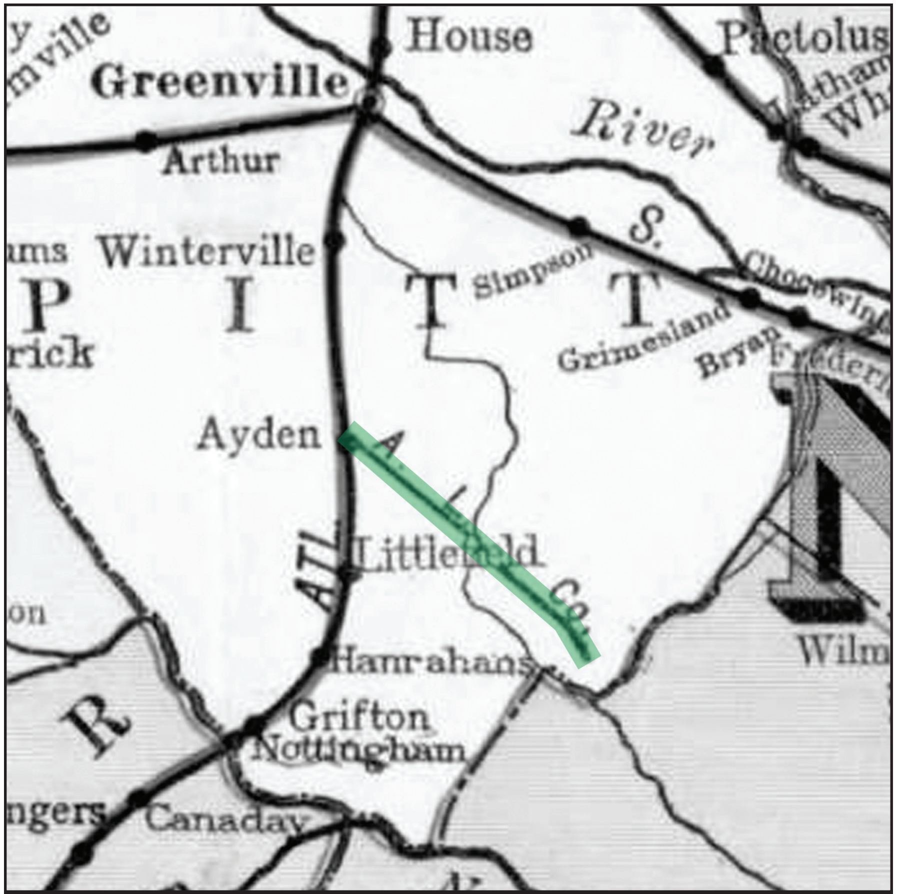

W2
CASTORIA
Mrs Dudley
Murphy
Rasberry
Albritton
Run
U
Cr
Wainwright
A
WILLOW
GREEN
Little
N
1
Sandy
F
Harper
Jones
LIZZIE
CAROLINA
2
Harper
Jones
Hardy
Batts
Grimsley Ch.
6
MAURY
Frizzell
Hardee
St. Delight Ch.
Contentnea
DIXONVILLE
Taylor
Edwards
Lane
Dunn
C. W. Rouse
Red Hill Ch.
ORMONDSVILLE
2
A
Braxton
RY.
HYCO
Run
Ormond
Br
RIDGE
Dixon
SNOW HILL
2

3-Ayden Lumber Co. Right-of-Way in Greene County

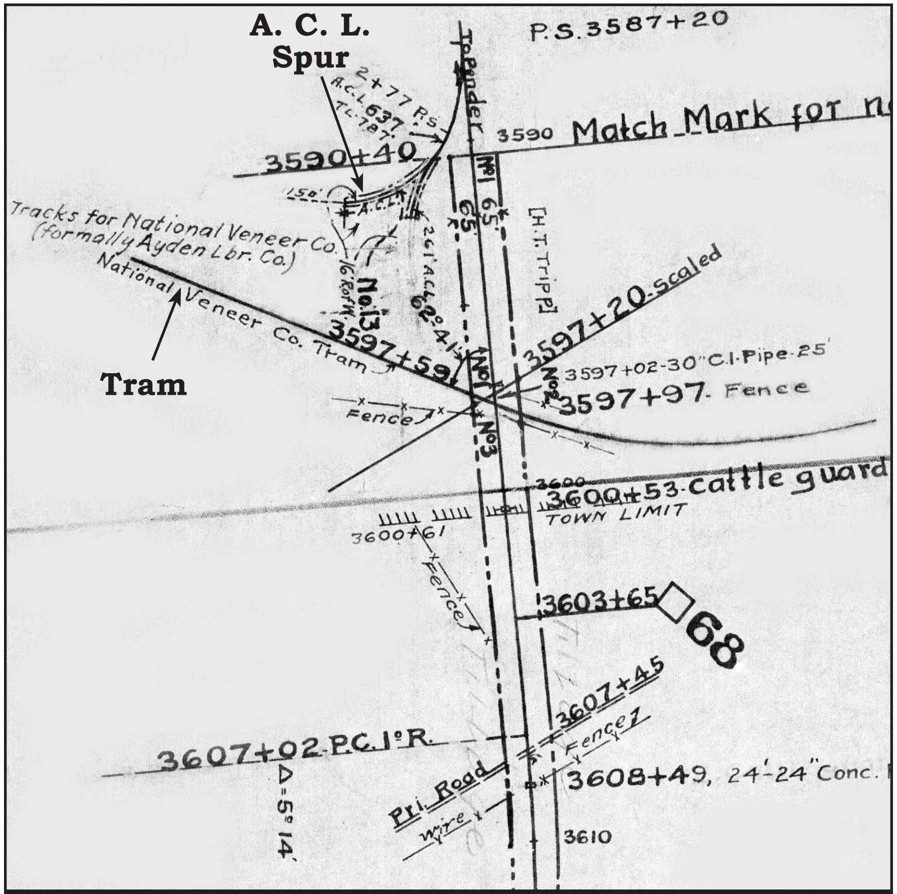
Recorded in 1898, another series of Greene County timber deeds provide a clear understanding of the location chosen for the railroad. These can be found in Greene County Deed Book 33 on pages 119-145, 181-184, and 204. All of those documents describe a plan to build a standard-gauge line. On page 140, timber was acquired on "Jethro Warren land lying and being on the north side of County Road leading from Snow Hill to Ormandsville adjoining the lands of Alpus Moore, M. D. Lassiter, Jasper Baker & others containing 180 acres . . ." Page 181 describes another parcel bounded on the "South by the county road leading from Grimsley Church to Dixon's Store containing one hundred & sixty acres, more or less."

The second segment of the Ayden Lumber Company railroad travelled southeast from Ayden. It was a tram road which reached at least as far as Clayroot Swamp, as described in a 1902 timber deed recorded on page 245 of Pitt County Deed Book N7. It may have eventually reached nearly to the southeast border of Pitt County. See Figure 4, which comes from the 1917 *Railroad Map of North Carolina.*

The 1907 edition of American Lumberman's *Register of Sawmill Equipment* described the Ayden Lumber Company's logging railroad as standard-gauge, fourteen miles in length, with two locomotives and 15 log cars.


Greenville
House
Pactolus
River
Arthur
S.
Winterville
Simpson
P I T T
Chocowinity
Grimesland
Bryan
rick
Ayden
A.
C.
Co.
Littlefield
ATL
Hanrahans
Wilm
Grifton
Nottingham
R
Canaday

4-1917 *Railroad Map of North Carolina*


A. C. L. Spur
P.S.3587+20
3590 Match Mark for n
3590+40
Tracks for National Veneer Co. (formally Ayden Lbr. Co.)
National Veneer Co. Tram
Tram
3597+59
3597+20 scaled
3597+02-30" C.I. Pipe 25'
3597+97 Fence
Fence
[H.T. Tripp]
3600+53 cattle guard
TOWN LIMIT
3600+61
Fence
3603+65
68
3607+45
Fence
3607+02 P.C. 1° R.
3608+49, 24'-24" Conc.
Pri. Road
Wire
3610
Δ=5° 14'

5-1917 A. C. Line Railroad Valuation Map at Ayden

The 1912 edition of the same publication reported seven miles of railroad. Eight miles were operated in 1915.

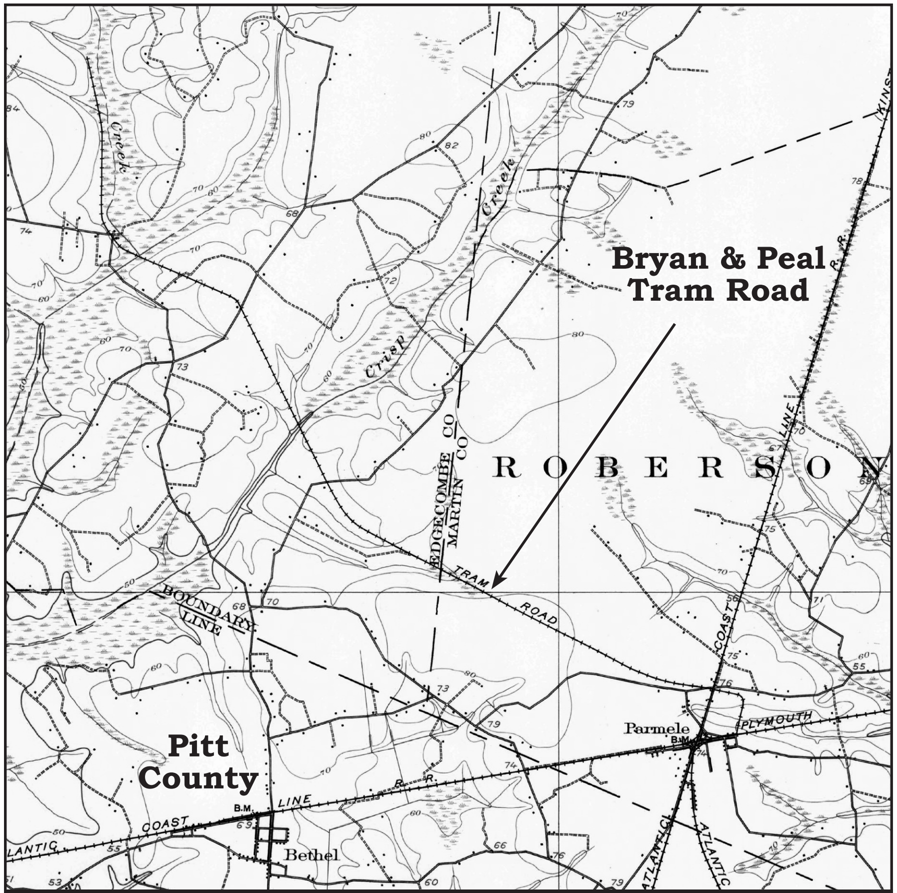
When timber suitable for milling by the Ayden Lumber Company had been exhausted, the mill site was sold (December 1916) to the National Veneer Company of Virginia (Pitt County Deed Book 11, page 385). Several parcels of Pitt County timberland (but none in Greene County) were transferred to the National Veneer Company via a separate document (Pitt County Deed Book 11, page 388). The National Veneer Company purchased no Greene County property, suggesting that the right-of-way heading northwest from Ayden was no longer in use. Figure 5 is part of the 1917 Atlantic Coast Line Railroad Valuation map (specifically Section 5, Sheet 18) which included the town of Ayden. The tram line was labelled as being the property of the national Veneer Company. North of the tram, a standard-gauge spur operated by the Atlantic Coast Line Railroad served the veneer plant.

Although the tram railroad which travelled southeast from Ayden was not formally bought by the National Veneer Company, it apparently continued to be used after the sale. A note subsequently added to different copy of Sheet 18 of Valuation Section 5 (not reproduced here) reveals that the tram line was removed on September 29, 1926.

Bryan & Peal was a partnership headquartered at Bethel. Its members were Mack K. Bryan and Joseph L. Peal. The 1889 edition of *The Official Railway List* includes a listing at Bethel for these partners. In 1891, Rand, McNally & Company's *Lumber Dealers* reported that the company shipped lumber from Bethel via the Wilmington & Weldon Railway (formerly the Albemarle & Raleigh Railroad) and operated two sawmills cutting yellow pine. Its logging railroad was seven miles in length.

The Bryan & Peal railroad originated immediately east of Parmele, in Martin County, and extended northwest into Edgecombe County. Figure 6 comes from the 1901 USGS Map of the Parmele Quadrangle. The route of Bryan & Peal's tram railway was included, although by then, it probably had been pulled up.

The history of this business began in October 1885 when Joseph L. Peal purchased a three-acre tract of land along the Albemarle & Raleigh Railroad near Bethel. This probably is where Peal operated at least a grist mill and likely, also a sawmill. Mack G. Bryan joined the business in February 1888 when Peal sold him 130 acres of land in Edgecombe County (Edgecombe County Deed Book 65, page 270). In that document, both men were described as residents of Pitt County. Bryan had bought that Edgecombe County property from J. R. Bunting, who acquired it from the estate of his grandfather, Larry Bunting, apparently through J. R.'s father, J. M. Bunting.



6-1901 USGS Map of Parmele Quadrangle

Also in 1888, Peal mortgaged the Edgecombe County property, plus a four-acre tract of land near Bethel (where his house and at least one of his mills was situated) to Bryan for $4,000. Included in that mortgage were a 50-horsepower steam engine and boiler, saw mill, planing mill, two corn mills and one flour mill, one black horse, one oxen yoke, and one log cart. Some of that movable property may have been located in Martin County at a second mill site, immediately east of Parmele (Edgecombe County Deed Book 68, page 430).

The firm of Bryan & Peal is known to have been operating a railroad later in 1888. The June 27, 1888 issue of the Raleigh *Biblical Recorder* reported "Joseph Peal, of Pitt County, has invented a plan by which he runs a stationary engine on a modern railroad track as he would with a locomotive. It is done by placing the engine on trucks and using double gearing. It does first-rate work drawing on cars which follow logs to his steam mill. It runs a mile in a very short while. . . . He has a platform around the engine upon which he can walk, and a barrel of water and wood with which to supply the engine."

By October 1891, the business was formally operating as Bryan & Peal when they encountered a problem with their finances. This was just before onset of the Panic of 1893. They owed smaller amounts of money to several Bethel businessmen, plus $2,900 to W. H. Johnston of Tarboro. Johnston may have previously provided Edgecombe County timberland harvested by the partners. To cover their debts, most of the Bryan & Peal assets were sold to R. J. Grimes of Bethel (Edgecombe County Deed Book 75, page 323). These included two steam boilers (one 40-horsepower and one 50-horsepower) with an associated sawmill, two dry kilns "situated in Martin County," and "all other machinery of every kind and description used for getting and manufacturing lumber, situated in Martin County." In addition, a separate one-acre tract in Martin County, the previously described 130-acre parcel in Edgecombe County, and Peal's personal residence at Bethel, were sold to Grimes.

The mill site east of Parmele (in Robersonville Township) was sold by Joseph H. Bryan to Bryan & Peal in June 1891 (Martin County Deed Book UU, page 1). However, the partners must have been previously milling timber there under an agreement that was never memorialized in any recorded deed. That property was described as "Beginning at a light wood stump on the south side of the Albemarle & Raleigh Rail Road & on the south side of the County Road running from the A. & R. Junction to Robersonville & near the said Junction. . . . containing one acre more or less."

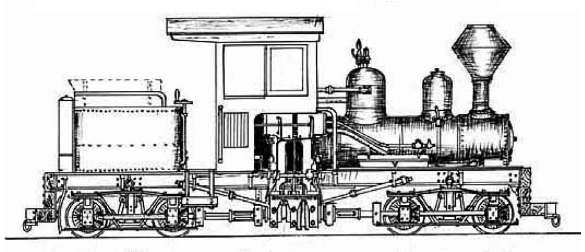
Although the 130-acre tract in Edgecombe County had been sold to Grimes in October 1891, Bryan had reacquired it by January 1893, when he sold it to Sallie W. Baker of Edgecombe County (Edgecombe County Deed Book 75, page 528). The sale also included a 50-horsepower steam engine associated with a flour mill located on the land near Bethel, where Peal lived. The 1893 edition of Rand, McNally & Company's *Lumber Dealers* continued to present the same listing for Bryan & Peal as contained in the 1891 edition (see above). However, it is doubtful that the business and its railroad were still operating then.

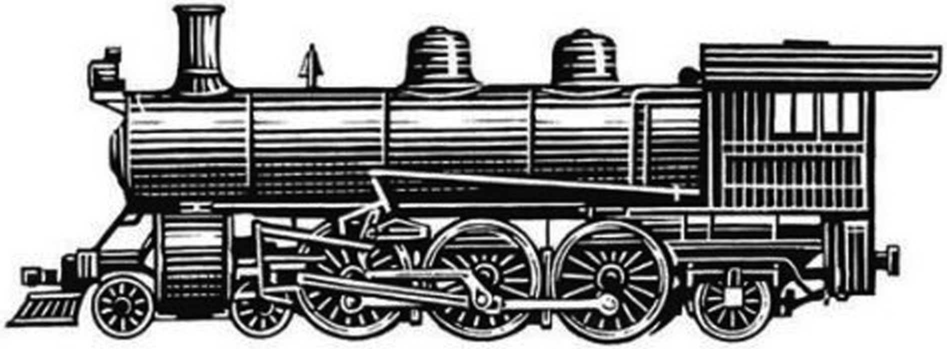
The February 24, 1891 edition of Wilmington's *The Evening Star* reprinted an article which originally appeared in the Greenville *Reflector*: "At House, three miles north of Greenville, Mr. William Staton has established quite a mill." The 1893 edition of American Lumberman's *Register of Sawmill Equipment* reported that **William Staton** was using a 2.5-mile logging railroad which terminated at House Station. The line travelled northwest from House Station (a community named for David House) along what is modern-day Staton House Road. Three timber deeds covering a total of 650 acres were signed in 1893. They provide insight into the location where Staton logged (Pitt County Deed Book O5, page 208; and Deed Book P5, pages 196 and 198). The deed on page 196 mentions that the land of Featherstone Spain bordered the property being purchased.

An 1884 deed provides insight into the origin of a tram road which eventually was used by **Vines & Rouse** to move shingles to the Albemarle & Raleigh Railroad. The shingles were produced at their mill on Grindle Creek, southeast of Bethel (Pitt County Deed Book M4, page 167). By means of that deed, N. B. and George L. Dawson acquired 225 acres at the mouth of Doe Branch, on Grindle Creek. The seller (Edward C. Yellowly) reserved "to myself the use of the tramway on said land until I can conveniently remove about twenty thousand shingles now lying in the creek; and also the right to remove the planks on the tramway as my property after the shingles are removed."

The website https://bethelnc.org/history reports "In 1884, J. T. Vines and Mr. Rouse ran a shingle factory in Grindle Creek Swamp, about three miles from Bethel. They built a tram road two miles to the Albermarle and Raleigh Railroad, whereon they shipped 100,000 shingles a week to Baltimore, Md." If the data mentioned by this website is valid, the mill was southeast of Bethel, with the tram road leading from it to what became the Atlantic Coast Line Railroad between Bethel and Parmele.

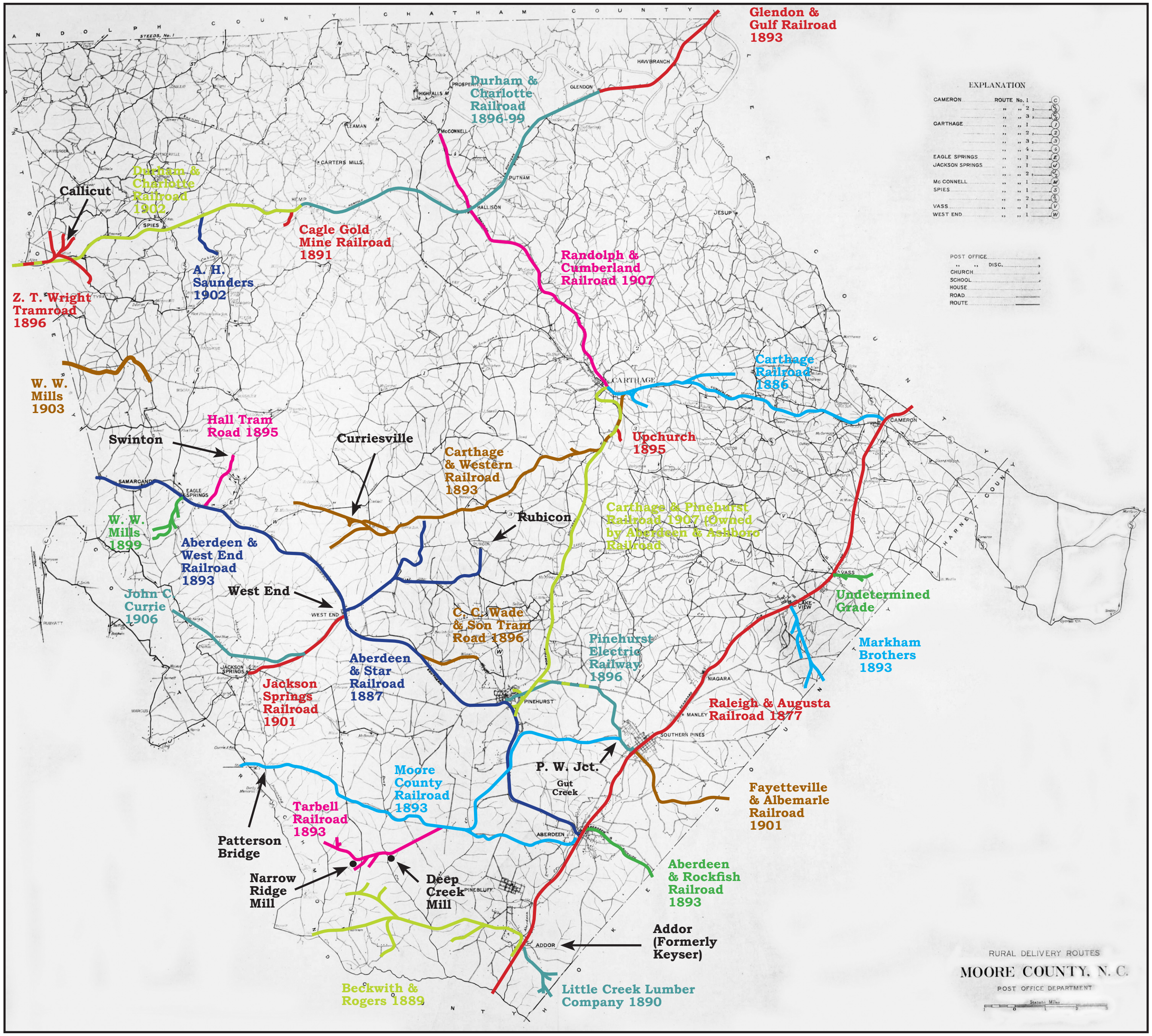
In 1887, the two Dawsons sold their shingle mill to Joshua Rouse and James S. Vines, both of Edgecombe County.



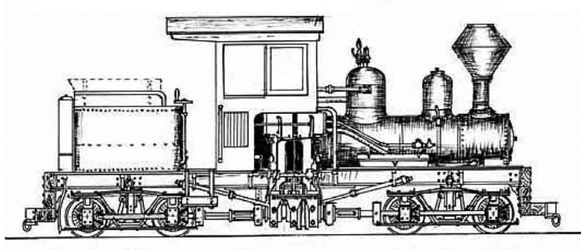


Chapter 8

Moore County


Glendon & Gulf Railroad 1893
Durham & Charlotte Railroad 1896-99
Durham & Charlotte Railroad 1902
Callicut
Cagle Gold Mine Railroad 1891
A. H. Saunders 1902
Z. T. Wright Tramroad 1896
Randolph & Cumberland Railroad 1907
Carthage Railroad 1886
W. W. Mills 1903
Hall Tram Road 1895
Swinton
Curriesville
Carthage & Western Railroad 1893
Upchurch 1895
Rubicon
Carthage & Pinehurst Railroad 1907 (Owned by Aberdeen & Ashboro Railroad
W. W. Mills 1899
Aberdeen & West End Railroad 1893
West End
John C. Currie 1906
C. C. Wade & Son Tram Road 1896
Undetermined Grade
Markham Brothers 1893
Pinehurst Electric Railway 1896
Aberdeen & Star Railroad 1887
Jackson Springs Railroad 1901
Raleigh & Augusta Railroad 1877
P. W. Jct.
Gut Creek
Moore County Railroad 1893
Fayetteville & Albemarle Railroad 1901
Tarbell Railroad 1893
Patterson Bridge
Narrow Ridge Mill
Deep Creek Mill
Aberdeen & Rockfish Railroad 1893
Addor (Formerly Keyser)
Little Creek Lumber Company 1890
Beckwith & Rogers 1889
CHATHAM COUNTY
RANDOLPH COUNTY
LEE COUNTY
HARNETT COUNTY
EXPLANATION
CAMERON ROUTE No. 1
CARTHAGE
EAGLE SPRINGS
JACKSON SPRINGS
Mc CONNELL
SPIES
VASS
WEST END
POST OFFICE
DISC.
CHURCH
SCHOOL
HOUSE
ROAD
ROUTE
CARTHAGE
CAMERON
VASS
LAKEVIEW
NIAGARA
MANLEY
SOUTHERN PINES
PINEHURST
ABERDEEN
PINEBLUFF
ADDOR
WEST END
JACKSON SPRINGS
EAGLE SPRINGS
SAMARCAND
HEMP
SPIES
McCONNELL
HALLISON
PUTNAM
GLENDON
HAWBRANCH
JESUP
CARTERS MILLS
LEAMAN
HIGHFALLS
PROSPECT
RURAL DELIVERY ROUTES
MOORE COUNTY, N. C.
POST OFFICE DEPARTMENT
Statute Miles

Moore County Railroads



While gathering information related to logging railroads in Moore County, I was impressed by the considerable number of individuals and companies which possessed a Shay locomotive. Many of those entities owned such an engine for just a short while, sometimes less than a year, before selling or transferring it to another local logger. It became clear that usually, these transfers were between owners of individual tracts of timberland located along one of the larger, more permanent common carrier railroads of Moore County.

The first such common carrier railroad to be built in Moore County was the **Raleigh & Augusta Air Line Railroad**, which reached the county in 1877. Later, that line became part of the **Seaboard Air Line Railroad**.

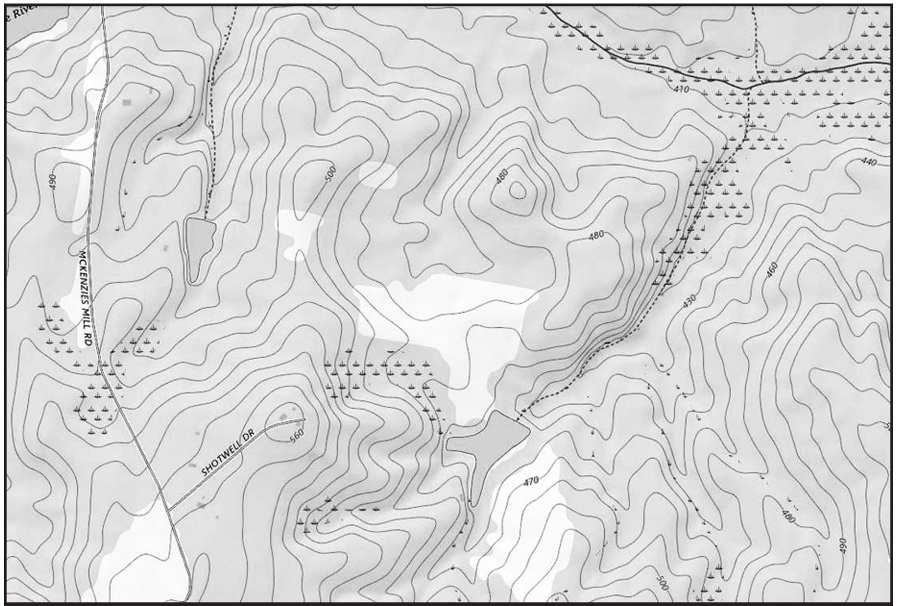
The **Carthage Railroad**, connecting Cameron and Carthage, went into operation in 1886. W. C. Petty was the line's general manager. Titles for several segments of the right-of-way were recorded in 1897 in Moore County Deed Book 21, pages 121-155. In 1907, the railroad was purchased by the **Randolph & Cumberland Railway**, which constructed an extension through Hallison to McConnell in that year. The portion between Cameron and Hallison was reorganized in 1924 as the **Moore Central Railroad**.

The **Carthage & Western Railroad** was built and managed by W. C. Petty who lived during construction at Manley. The line was fully operational by 1894. It was a 36-inch gauge line linking Curriesville with Carthage. Property for the depot at Curriesville was purchased in 1893 (Deed Book 9, page 539). The line was used primarily for logging. Some maps from the late nineteenth century show it passing through Rubicon, but modern LiDAR ground imaging data does not support that statement. Thomas B. Upchurch and his brother, W. J. Upchurch (with headquarters at Carthage) purchased timberland on the headwaters of Dunham and Killets Creeks in 1895 and 1899. The **Upchurch Brothers** bought a 36-inch gauge Shay locomotive (Shop #520) in 1896. It is likely that their logging operation included a railroad of that gauge which connected their timberland with the Carthage & Western Railroad. Two other loggers, John A. Mills and his brother, Walter W. Mills bought timberland along the Carthage & Western Railroad in April 1893 (Moore County Deed Book 9, page 296).

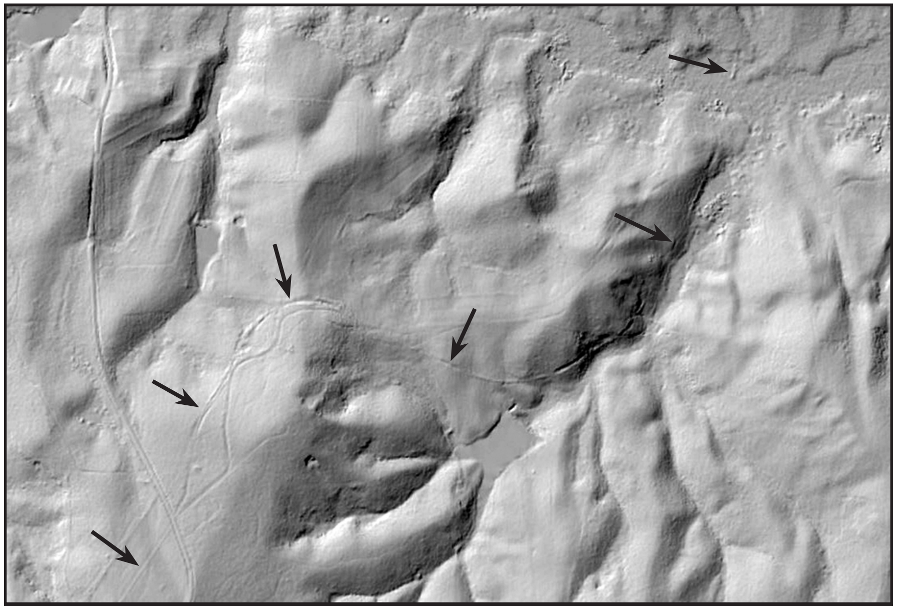
Aberdeen was the origin for two home-grown railroads which developed into common carrier lines. First, the **Aberdeen & Star Railroad** was organized by the Page Lumber Company in 1887 and completed in 1888. It replaced Page's earlier tram road which ran on wooden rails. The tram road and the later **Aberdeen**

& Star Railroad were used primarily for logging pine timber in the Sandhills region of Moore and (later) Montgomery Counties. The line was reorganized in 1889 as the **Aberdeen & West End Railroad**. *Poor's Manual of Railroads*, edition of 1893, reports that in that year, the line was of standard gauge. However, seven different 36-inch gauge Shay locomotives constructed between 1890 and 1895 were owned, at times, by the Page Lumber Company. This suggests that many, if not all the areas logged by the company (and other loggers located on the Aberdeen & West End Railroad) were accessed by narrow-gauge track.

The March 3, 1893 *Railway Gazette* mentions that the Aberdeen & West End Railroad "will construct at once a branch road from its main line at West End, in Moore County, N. C., running about five miles in the direction of Carthage, the county seat." The 1895 edition of *Poor's Manual of Railroads* notes that this particular branch "West End to Little River. 3.75 m." was constructed with a 59-inch (essentially standard) gauge. Figure 1 is a topographical map showing the area where part of that branch line was located, near McKenzie Mill Road, north of Highway 73. Little River and some of its branches are visible in the upper righthand corner of this image. Figure 2 is a LiDAR aerial image of the same area, with railroad grades identified.



1-Current Topographical Map at McKenzies Mill Road

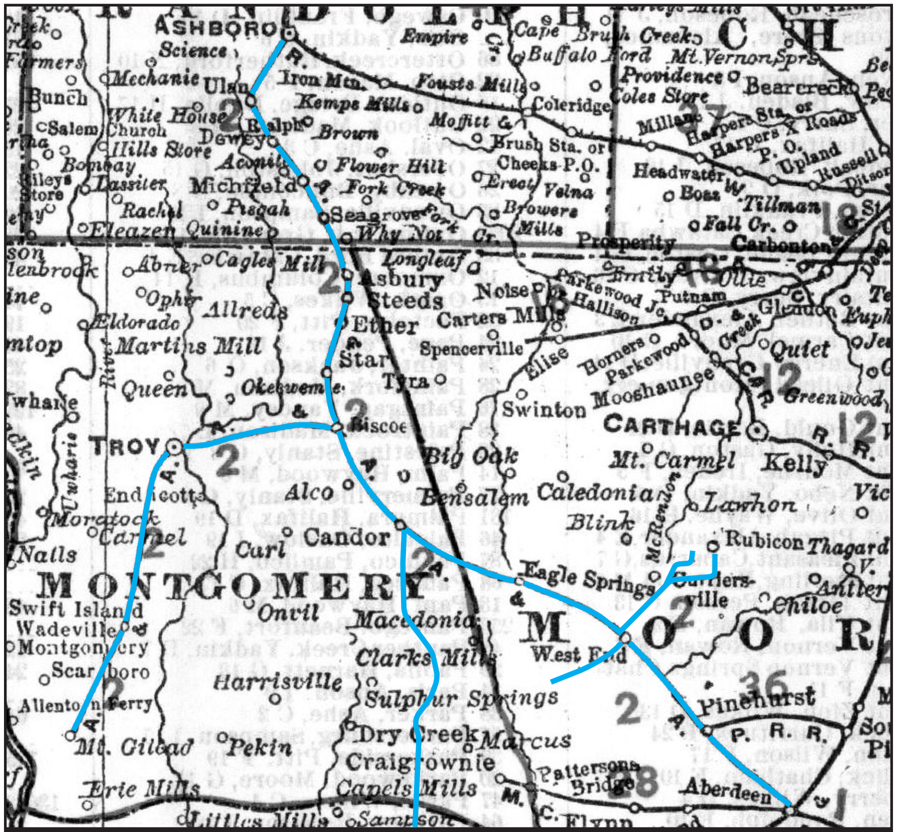


2-Arrows Show Aberdeen & West End Railroad Grade

In 1897, the Aberdeen & West End Railroad was merged with the **Asheboro & Montgomery Railroad** (another Page Lumber Company line) to form the **Aberdeen & Asheboro Railroad**. The **Jackson Springs Railroad** was completed in 1901. It carried passengers to a resort featuring mineral waters at Jackson Springs. In 1907, it became part of the Aberdeen & Asheboro Railroad. Figure 3 is a map showing most of the Aberdeen & Ashboro Railroad and predecessor lines. The south end of a branch line to Ellerbe, in Richmond County, is not shown.

The Aberdeen & Asheboro Railroad also constructed the **Carthage & Pinehurst Railroad**. The March 22, 1907 issue of *The Railway Age* reported " Carthage & Pinehurst.-Carthage to Pinehurst, 12 miles, surveyed. T. B. Tyson, president, Carthage, N. C., Frank Page, chief engineer, Aberdeen, N. C." That right-of-way was abandoned in 1922.

Leavitt & Leavitt (Eugene and Forest Leavitt) started logging from Aberdeen about 1890. The 1891 *Lumber Dealers Directory* reports that Leavitt & Leavitt operated a sawmill associated with a seven-mile railroad. The 1893 edition of the same publication shows Leavitt & Leavitt operating a fourteen-mile line. That tram right-of-way was used to build the **Aberdeen & Rockfish Railroad**.

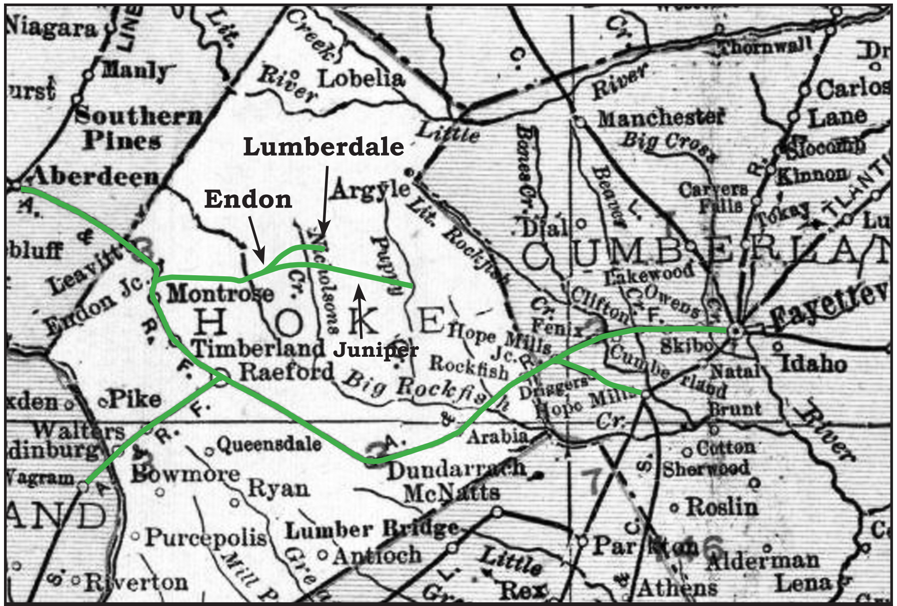


ASHBORO
Science
Mechanic
Ulah
Iron Mtn.
Empire
Fousts Mills
Coleridge
Kempe Mills
Ralph
Brown
Moffitt
White House
Salem Church
Hills Store
Dewey
Bombay
Acorn
Flower Hill
Cheeks P.O.
Lassiter
Michfield
Fork Creek
Erect
Velna
Rachel
Pisgah
Seagrove
Why Not
Browers Mills
Eleazer
Quinine
Prosperity
Abner
Cagles Mill
Longleaf
Asbury
Steeds
Ophir
Allreds
Ether
Carters Mill
Eldorado
Martins Mill
Star
Spencerville
Queen
Okeewemee
Tyra
Swinton
Biscoe
CARTHAGE
TROY
Big Oak
Mt. Carmel
Kelly
Alco
Bensalem
Caledonia
Endicott
Lawhon
Moratock
Carmel
Blink
Rubicon
Thagard
Candor
Carl
Eagle Springs
MONTGOMERY
Swift Island
Wadeville
Montgomery
Scarboro
Allenton Ferry
Onvil
Macedonia
MOORE
West End
Clarks Mills
Harrisville
Sulphur Springs
Pinehurst
Mt. Gilead
Pekin
Dry Creek
Marcus
Craigrownie
Pattersons Bridge
Erie Mills
Capels Mills
Aberdeen
P. R. R.

3-Aberdeen & Ashboro Railroad and Branch Lines

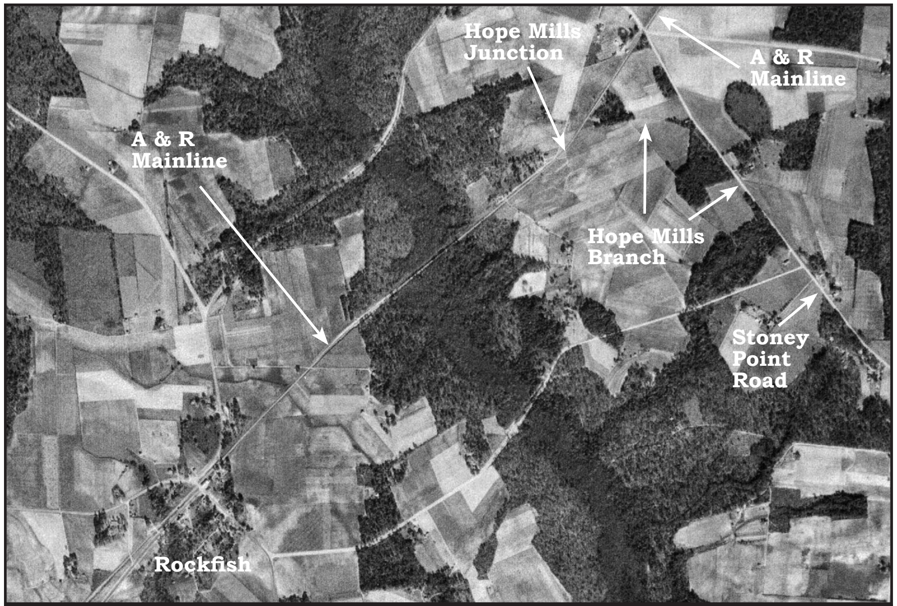
The Aberdeen & Rockfish Railroad was the second common carrier line that originated at Aberdeen. The 1895 edition of *Poor's Manual of Railroads* reports that the line was organized in July 1893 and was built to standard gauge. However, the railroad also owned a narrow-gauge Shay locomotive in 1893 (Shop #289). John Blue of Aberdeen was president of the line, much of which was (and still is) in Hoke County, with its current eastern terminal at Fayetteville, in Cumberland County.

The Interstate Commerce Commission's Valuation Report for the Aberdeen & Rockfish details several branch lines that were, at times, part of this railroad. Figure 4 maps those branches. The 47-mile mainline between Aberdeen and Fayetteville was constructed between 1892 and 1912. However, when the twelve-mile right-of-way between Endon Junction and Jupiter was built (between 1894 and 1897) it was operated for a while as the mainline. A two-mile segment was constructed in 1901 between



Niagara
Manly
Southern Pines
Lobelia
Manchester
Carlos
Lane
Lumberdale
Endon
Aberdeen
Argyle
Leavitt
Endon Jc.
Montrose
HOKE
CUMBERLAND
Dial
Lakewood
Fayetteville
Timberland
Juniper
Raeford
Hope Mills
Rockfish
Skibo
Idaho
Pike
Queensdale
Arabia
Cotton
Sherwood
Bowmore
Ryan
Dundarrach
McNatts
Roslin
Purcepolis
Lumber Bridge
Antioch
Parkton
Alderman
Riverton
Athens
Lena

4-Note Leavitt on the Aberdeen & Rockfish Railroad


Hope Mills Junction
A & R Mainline
A & R Mainline
Hope Mills Branch
Stoney Point Road
Rockfish

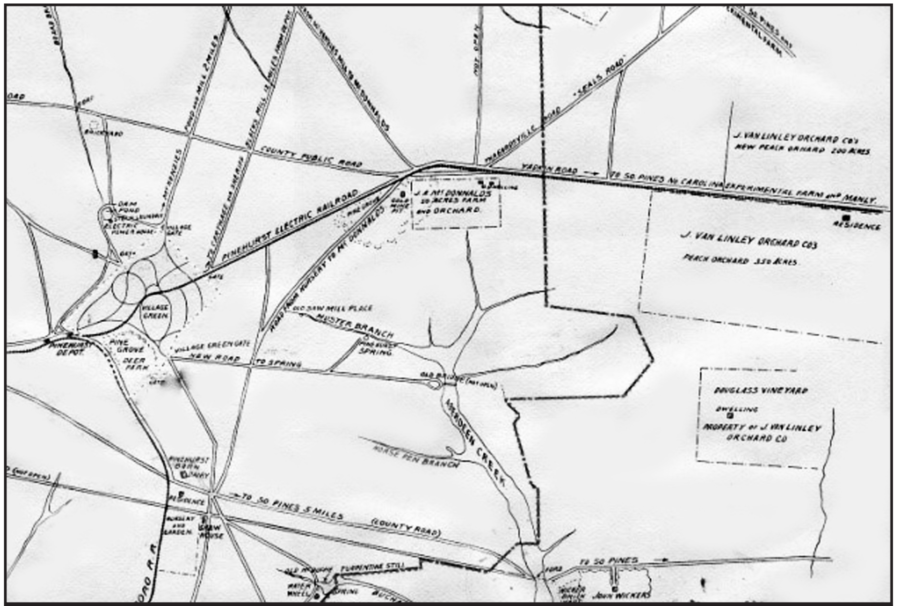
5-Hope Mills Junction in Cumberland County

Endon (also known as Britton, which memorialized a lumberman, William H. Britton) and Lumberdale. In 1904, the contemporary east end of the railroad was extended from a point immediately northeast of Rockfish (Hope Mills Junction) to a connection with the **Atlantic Coast Line** at Hope Mills. Figure 5 is a 1950 aerial photograph of the area around Hope Mills Junction.

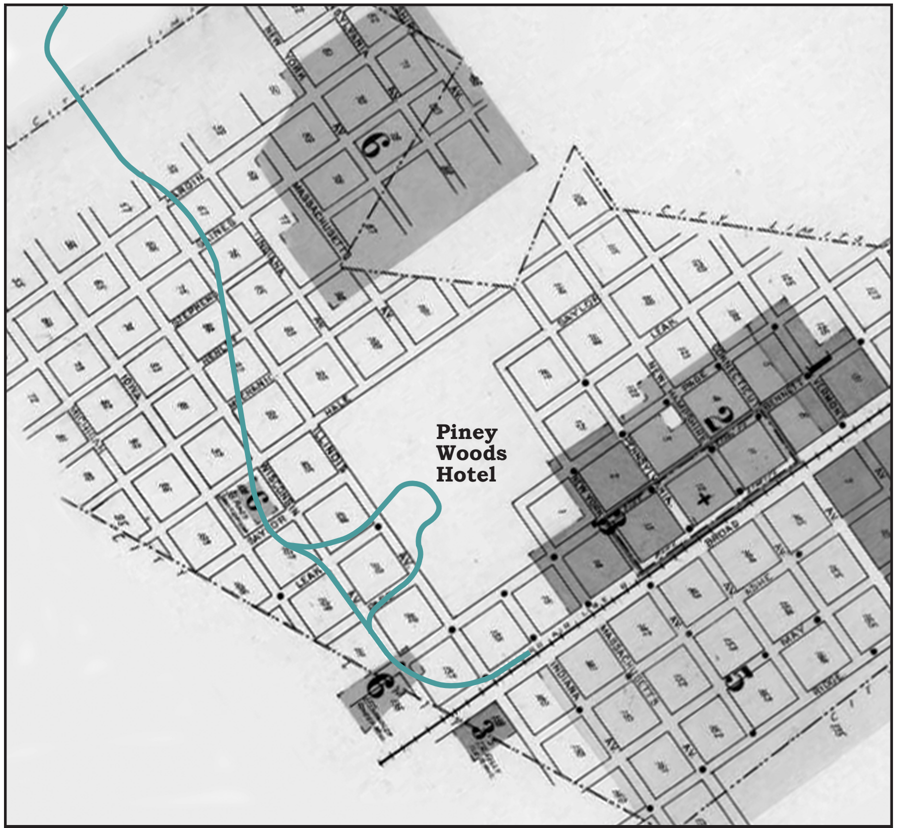
The railroad's route map changed radically in 1908 when two branches, from Endon Junction to Jupiter, and from Endon to Lumberdale, were abandoned. That same year, a new branch was constructed from Raeford to Wagram. A new line from Hope Mills Junction to Fayetteville was completed by 1912 and became part of the mainline. Thereafter, the connection with the Atlantic Coast Line at Hope Mills became redundant and six miles of that track, between Driggers and Hope Mills, was abandoned in 1913. The remaining two miles between Driggers and Hope Mills Junction was removed in 1916.

The **Glendon & Gulf Railroad** was completed between Gulf (in Chatham County) and Glendon (in the northeast part of Moore County) in 1893. That line was bought by the **Durham & Charlotte Railroad** in 1896, which subsequently extended it from Glendon to Robbins by 1899 and to Star (in Montgomery County) by 1902.

The **Pinehurst Electric Railway** began running between Pinehurst and Southern Pines in 1896, carrying both passengers and freight. Operation of the right-of-way was paused in 1900 but service resumed in 1902 as the **Pinehurst Railroad**. Figure 6 is part of the 1897 map *Rough Map of Pinehurst and Vicinity*. The trolley line is visible along Yadkin Road. In Figure 7, the author has added the right-of-way at Southern Pines to the 1915 Sanborn Fire Insurance Company map of that city. By 1903, a loop accessing the Piney Woods Hotel had been added to the trolley's route. The Pinehurst Railroad


COUNTY PUBLIC ROAD
PINEHURST ELECTRIC RAILROAD
YADKIN ROAD
TO SO PINES NO CAROLINA EXPERIMENTAL FARM AND MANLY
J. VAN LINLEY ORCHARD CO'S NEW PEACH ORCHARD 200 ACRES
J. VAN LINLEY ORCHARD CO'S PEACH ORCHARD 350 ACRES
RESIDENCE
J. A. McDONALD'S 20 ACRES FARM AND ORCHARD
PINEHURST DEPOT
VILLAGE GREEN
DEER PARK
NEW ROAD TO SPRING
HORSE PEN BRANCH
DOUGLASS VINEYARD
DWELLING
PROPERTY OF J. VAN LINLEY ORCHARD CO
TO SO PINES 5 MILES
(COUNTY ROAD)
TO SO PINES

6-The Pinehurst Electric Railway at Pinehurst, NC



7-1903 Pinehurst Railroad at Southern Pines, NC

still appeared in the 1904 Annual Report of the North Carolina Corporation Commission; one source claims that it continued to operate as late as 1911.

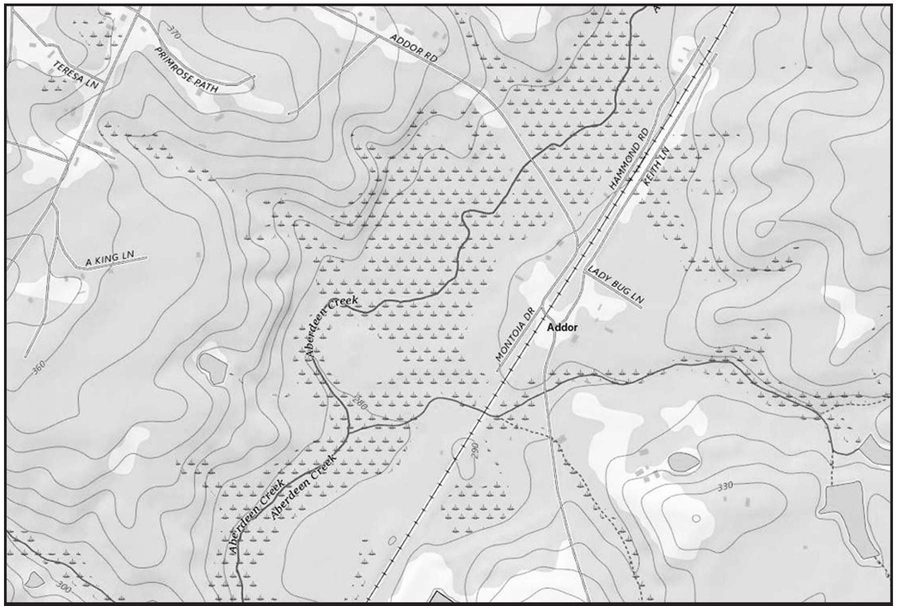
Several logging railroads originated from the **Seaboard Air Line Railway** (and its predecessor, the **Raleigh & Augusta Air Line Railroad**) in Moore County. The earliest, operated by **Beckwith & Rogers** (Calvin H. Beckwith and W. J. Rogers) appears in the 1889 edition of *The Official Railway List* with its headquarters at Keyser (now Addor). No mileage, gauge, or formal name for the line was given. Beckwith had purchased property in the region of Mill Creek and Devil's Gut Creek in 1873, while Beckwith & Rogers bought land at the head of Middle Creek in 1884. No record could be found to suggest that a railroad accessed the property purchased in 1873, and a precise location for Middle Creek could not be determined; however, a subsequent 1893 deed suggests that Middle Creek was a branch of Drowning Creek. Then, in 1885, the partners acquired 2,020 acres on the waters of Deep and Drowning Creeks (Moore County Deed Book 1, page 478). It seems likely that the railroad they possessed in 1889, whatever its length, was initially intended to connect that timberland with the Raleigh & Augusta Air Line Railroad at Keyser. However, they were unable to complete their plan. In 1889, Beckwith resided in Ware County, Georgia and, that year, he sold his stake in land on Watery Branch of Deep Creek to Rogers. Also in 1889, the partners sold a lot in the community of Keyser. Shortly thereafter, on January 1, 1890, Rogers sold his properties on Deep and Drowning Creeks to C. D. Tarbell of Littleton, Grafton County, New Hampshire.

But the lumbering business at Keyser continued to flourish. The firm of **Parker & Young** was located there when those men acquired a Shay locomotive (Shop #290, road #490) built on April 24, 1890. Shortly, they changed their company's name to the **Little Creek Lumber Company** and were cutting timber on a 2,635-acre tract in what is now Hoke County. The 1891 *Lumberman's Directory*, lists eleven other mill operators at Keyser: John Campbell, Clark Brothers, Holland Brothers, Leavitt & Leavitt, W. W. Mills, H. Murdock, A. H. Page, Pioneer Shingle Company, Rockingham Lumber Company, and John H. Mills. The entry for **John H. Mills** records that he was the operator of the logging railroad at Keyser, which was six miles in length and used one locomotive (another Shay with Shop #263).

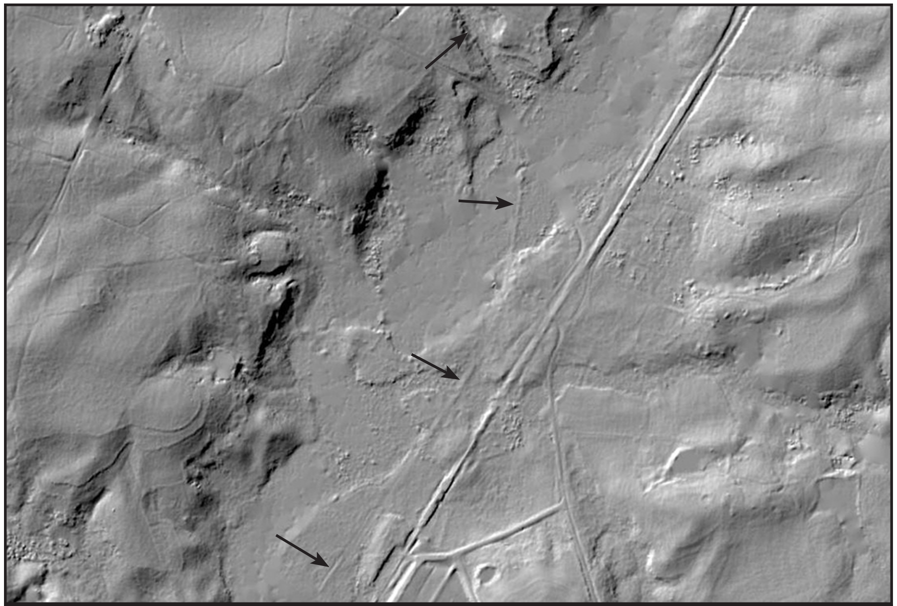
Just two years later, the 1893 *Lumberman's Directory* listed only four companies at Keyser: John Campbell, Holland Brothers, and the Little Creek Lumber Company; Jeffrey (sic) Brothers were also on the list. That year, **Marion and Mellville Jeffries** operated the six-mile logging railroad which had been listed in 1891. Specifically, this consisted of a tram road and one engine bought from John H. Mills on March 9, 1892 (Deed Book 7, page 85).

There is reason to believe that this tram road was constructed with 34-inch gauge wooden rails. Wheels used on such track had flanges on both the inside and outside edges. The Shay locomotive built in April 1890 for Parker & Young was such an engine. But a mere two months after those partners acquired it, ownership passed to the Little Creek Lumber Company (June 1890). A series of other operators headquartered at Keyser owned this engine through 1896: L. D. Hazen in May 1895; Clark J. Brown on September 15, 1895; Roseland Improvement Company on September 18, 1895, Tarbell Lumber Company on April 11, 1896; and L. D. Hazen (again) on April 12, 1896. Another Shay locomotive (Shop #263) also saw service on this railroad.

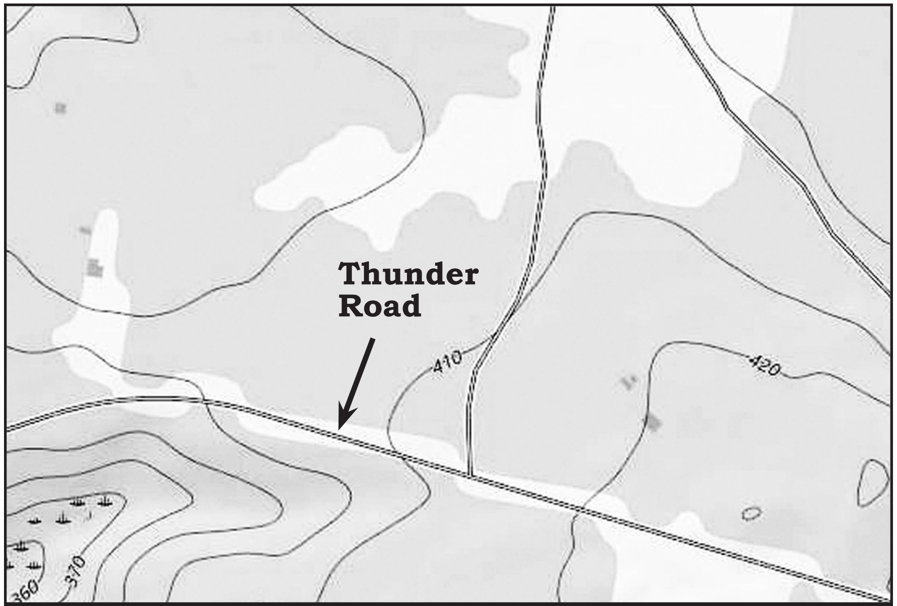
There is scant evidence of this railroad in modern times. Figure 8 is a topographical map of the region around Addor, formerly known as Keyser. Figure 9 is a LiDAR image of the same place, with the old railroad grade visible. Farther west, Figure 10 is a topographical map of the Beckwith & Rogers position along Thunder Road. Figure 11 is a 1938 aerial photograph showing the grade along Addor Road, near Addor. When this logging line ceased operating is not known.



8-Topographical Map at Addor (Formally Keyser)

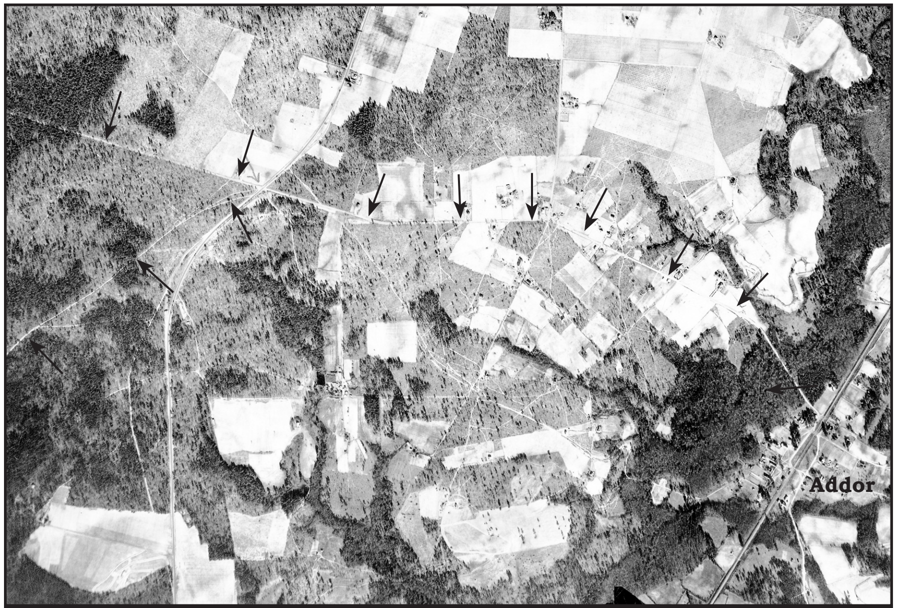


9-Arrows Show Beckwith & Rogers Railroad Grade

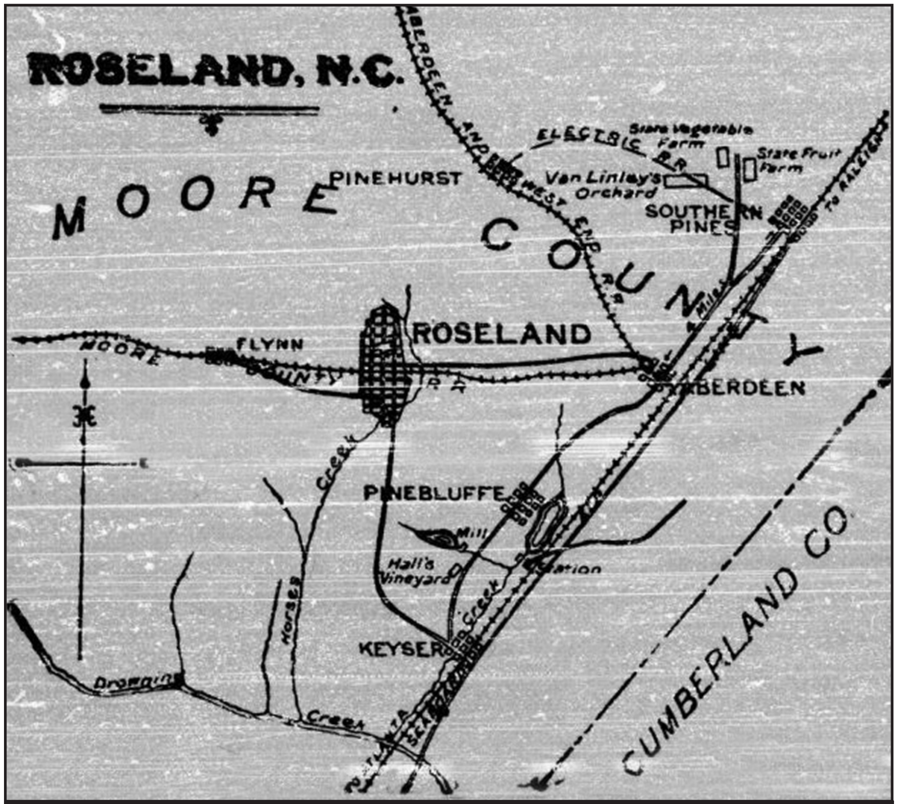

Thunder Road
410
420
360
370

10-West of Addor-B & R Grade Along Thunder Road

The **Moore County Railroad** was headquartered at Aberdeen. That it was built to 36-inch gauge is confirmed by the fact that in 1898, it purchased a Shay locomotive in that gauge (Shop #597). An act of the North Carolina Legislature, dated February 6, 1893, authorized the Moore County Railroad to merge with the **Aberdeen Forwarding Company**. Statistics after the merger were reported in the 1893 *Lumberman's Directory*. Therein the railroad was designated as the Aberdeen Forwarding Company. That year, it was seven miles in length and operated two locomotives. Five right-of-way deeds for the Aberdeen Forwarding Company were recorded in Moore County Deed Books 9 (pages 552, 555, 557, and 558) and



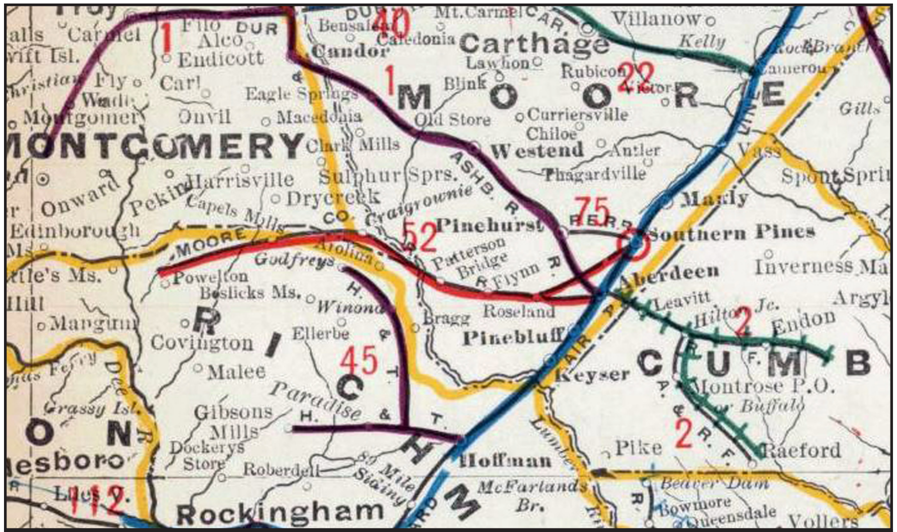
11-Near Addor-B & R Grade Along Addor Road


ROSELAND, N.C.
MOORE COUNTY
PINEHURST
ABERDEEN AND WEST END R.R.
ELECTRIC R.R.
State Vegetable Farm
State Fruit Farm
Van Linley's Orchard
SOUTHERN PINES
ROSELAND
FLYNN
MOORE COUNTY R.R.
ABERDEEN
Creek
PINEBLUFFE
Mill
Hall's Vineyard
Station
Horses Creek
KEYSER
Creek
Drowning Creek
CUMBERLAND CO.

12-1897 Moore County Railroad, Roseland, and Flynn

10 (page 73) during 1892 and 1893. After the merger, the Aberdeen Forwarding Company name was not found in subsequent records. The website *Carolana* reports that the Moore County Railroad was chartered in 1892 and began running in 1893.

From the April 26, 1895 *Railroad Gazette*: "**Moore County.**-A short extension of this railroad has just been completed to the town of Craigrownie, N. C., making the total length of this line now in operation 12 ½ miles. The road is located in the southern part of Moore County, N. C., and was built in 1893 from Aberdeen, N. C., a station on the Seaboard Air Line, directly west (sic-east) of Flynn, and the three miles that have been built this year is an extension beyond the latter town." Figure 12 comes from the March 1897 issue of *The Roseland Enterprise*. It demonstrates the railroad's relationship to Aberdeen, Roseland, and Flynn.



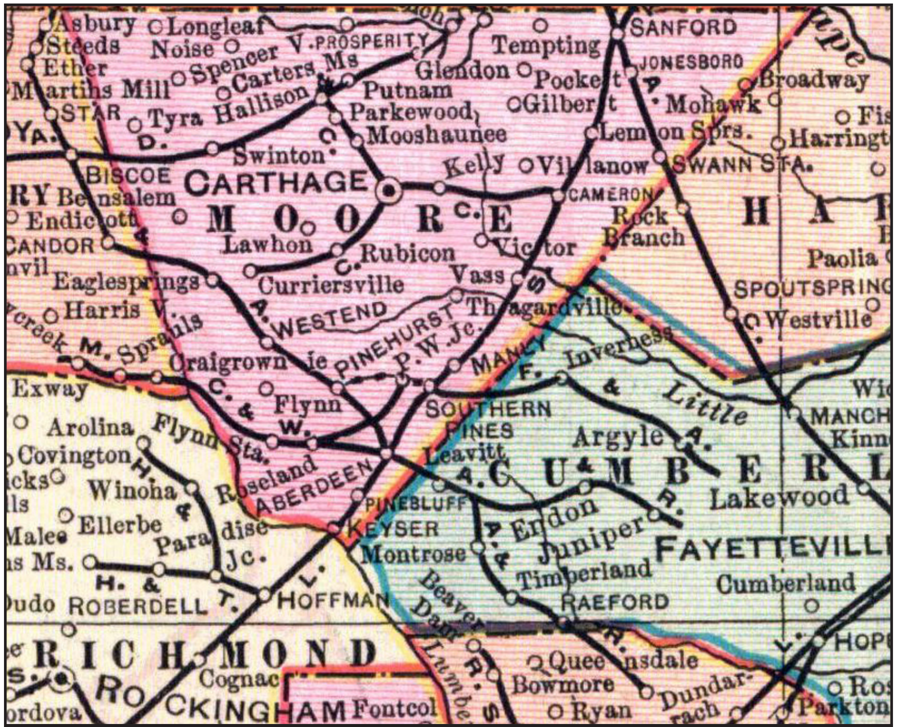
MONTGOMERY
MOORE
Carthage
Villanow
Candor
Caledonia
Mt. Carmel
Bensalem
Endicott
Alco
Eagle Springs
Blink
Lawhon
Rubicon
Curriersville
Chiloe
Old Store
Macedonia
Clark Mills
Westend
Antler
Thagardville
Harrisville
Sulphur Sprs.
Dry Creek
Craigrownie
Capels Mills
Pinehurst
Southern Pines
Manly
Vass
Spout Spring
Aberdeen
Inverness Ma
Patterson Bridge
Flynn
Roseland
Bragg
Pinebluff
Godfreys
Powelton
Bostick's Ms.
Winona
Covington
Ellerbe
Malee
Keyser
Leavitt
Hilton
Endon
Argyle
Montrose P.O.
Buffalo
Raeford
Pike
Gibsons Mills
Dockerys Store
Roberdell
Hoffman
McFarlands Br.
Rockingham
Beaver Dam
Bowmore
Queensdale
Voller
Paradise
Cameron
Gills
Onward
Edinborough
Mangum
Grassy Isl.
Carl
Onvil
Wadeville
Montgomery
Troy
Carmel
Elle
Lilesville
1
40
22
52
75
45
2
112

13-1899 Proposed Moore County & Western Railroad

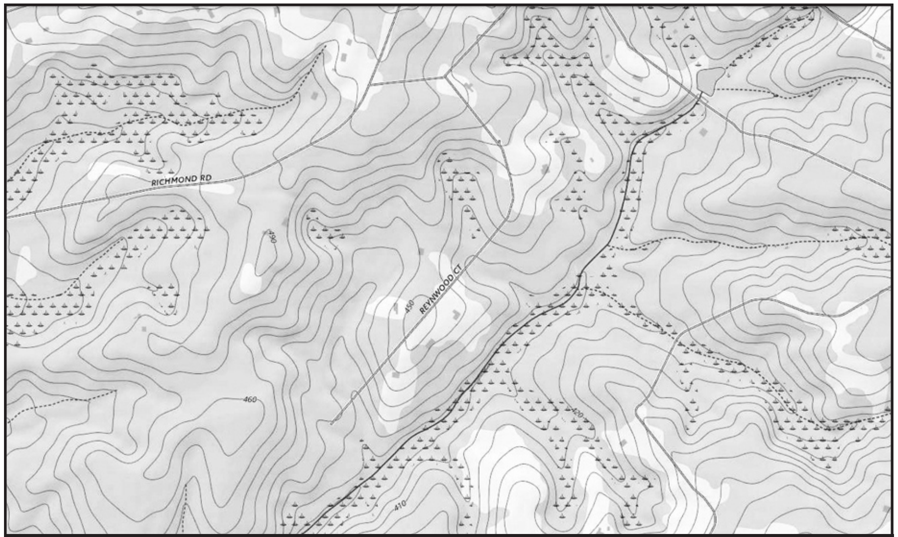
During 1897, a new railroad was planned to connect with the Moore County Railroad at Craigrownie. The May 7, 1897 issue of *The Railroad Gazette* reported "**Moore County & Western**.-The surveys of this line, which is proposed from Craigownie (sic), N. C., west to Concord, have been completed, and grading will probably be begun within a few days. Craigownie (sic) is the western terminus of the Moore County Railroad, which line will be used by this company for entrance to Aberdeen, connecting with the Seaboard Air Line."

In 1898, the Moore County Railroad acquired a Shay locomotive (Shop #507) from W. C. Petty, who was the original owner of this 36-inch gauge engine and had been operating it at Cameron. Figure 13 comes from Cram's 1899 map *Eastern Part of North and South Carolina*. It includes the construction westward from Craigrownie that had been proposed the year before. On this map, the new right-of-way passed through Capels Mills to a location near Powelton, in Richmond County. The key associated with this map identifies "52" as the "Moore County & Western." Nonetheless, no track was constructed west of Craigrownie. But in 1901, several miles of that proposed right-of-way (west of Craigrownie) were graded by the Fayetteville & Albemarle Railroad. That construction will be described later.

Tarbell Lumber Company's trains used the Moore County Railroad right-of-way between the junction with the Raleigh & Augusta Air Line Railroad (later, the Seaboard Air Line Railroad) and Roseland. That Tarbell owned stock in the Moore County Railroad is revealed in an August 12, 1893 deed (Book 10, page 95). By means of that document, the Tarbell Lumber Company sold most of its assets to the Mallonee Company of Charleston, South Carolina (represented by John C. Mallonee) for $35,000.

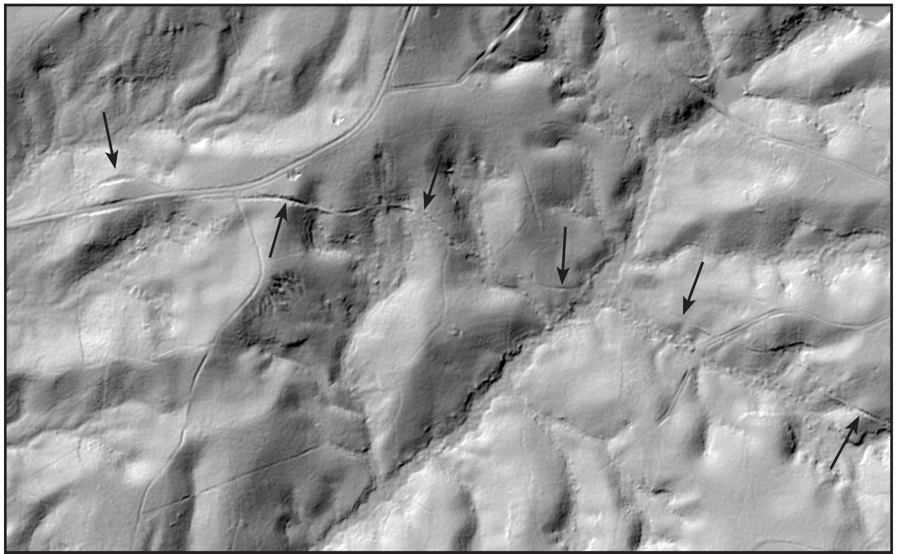

Asbury
Longleaf
Steeds
Noise
Ether
Spencer
V. PROSPERITY
Tempting
SANFORD
Martins Mill
Carters Ms
Glendon
Pocket
JONESBORO
Broadway
Putnam
Gilbert
Mohawk
STAR
Tyra
Hallison
Parkewood
Lemon Sprs.
Harringt
D.
Mooshaunee
Swinton
Kelly
Villanow
SWANN STA.
BISCOE
CARTHAGE
CAMERON
Bensalem
Endicott
M O O R E
Rock Branch
H A
CANDOR
Lawhon
Rubicon
Victor
Paolia
Eaglesprings
Curriersville
Vass
SPOUTSPRING
Harris
WESTEND
Thagardville
Westville
M. Sprs.
PINEHURST
P. W. Jc.
Craigrown
Inverness
Exway
Flynn
SOUTHERN PINES
Little
MANCH
Arolina
Flynn Sta.
Argyle
Covington
Leavitt
C U M B E R
Winoha
Roseland
ABERDEEN
Lakewood
Ellerbe
PINEBLUFF
Paradise Jc.
KEYSER
Erdon
Juniper
FAYETTEVILL
Montrose
Timberland
Cumberland
ROBERDELL
HOFFMAN
RAEFORD
RICHMOND
Queensdale
HOPE
Cognac
Bowmore
Dundarrach
ROCKINGHAM
Fontcol
Ryan
Parkton

14-1901 M. C. & W. Branch, Roseland to P. W. Jct.


RICHMOND RD
REYNWOOD CT
460
410

15-Topographical Map, Richmond Rd., Reynwood Ct.

Another branch of the Moore County Railroad is visible in Figure 14, which is part of Tunison's 1901 *Map of North Carolina*. There, the railroad is identified as "M. C. & W." (Moore County & Western) although a formal reorganization and renaming of the line never happened. This branch left the mainline at Roseland and terminated at a place called "P. W. Junction," on the Pinehurst Electric Railway. Modern LiDAR ground imagery is consistent with the branch having been graded from Roseland at least as far northeast as the east side of Highway 5. A probable relationship to the partially constructed Fayetteville & Albemarle Railroad will be discussed later.



16-Arrows Show Moore County Railroad Grade

The Moore County Railroad last appeared in the 1901 *Third Annual Report of the North Carolina Corporate Commission*, at which time it was given permission to pull up the railroad unless its assets were sold to the Moore County & Western Rail Road. It was still listed as the Moore County Railroad in the 1903 *North Carolina Business Directory*, suggesting that the owners still sought a buyer for the right-of-way. L. D. Hazen of St. Johnsbury, Vermont was the railroad's president, while W. B. Eckhout of Aberdeen was general manager.

Near the western border of Moore County, Figure 15 displays a topographical map of the area around Richmond Road and Reynwood Court. The corresponding LiDAR image appears in Figure 16.

Charles D. Tarbell organized the **Tarbell Lumber Company** in the early 1890s. The 1880 census of New Hampshire reveals that before relocating to Moore County, he had been a lumber manufacturer in that state. Emma Richardson's *History of Aberdeen* narrates (pages 49-51) "In 1890 the Tarbell Lumber Company was built on a large lot where Burney Hardware and the Aberdeen Coca-Cola Bottling Company now stand. The increasing amount of lumber produced necessitated the construction of Tarbell's dry-kiln and planing mill. 'For several years this company operated and brought their lumber in on a wooden track railroad. Later this road took the name of Moore County Railroad and was operated by W. B. Eckhart.'[24] The Tarbell train served an area southwest of Aberdeen by Roseland and to Richmond County with a terminus at Craigrownie."

The 1893 *Lumberman's Directory* indicates that Aberdeen was the headquarters for the Tarbell Lumber Company. That year, it operated a railroad (length not stated) using two locomotives. The precise relationship between Tarbell's railroad and the Moore County Railroad (over part of which it operated) has not been discovered, but both likely used 36-inch gauge equipment.

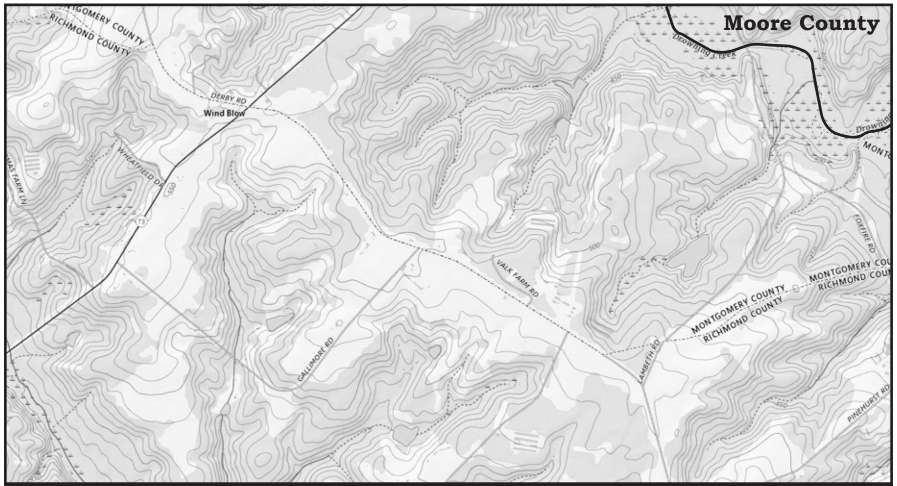
A deed dated March 2, 1893 (Moore County Deed Book 10, page 61) reveals that a Tarbell right-of-way approached the Narrow Ridge area. Specifically, the document mentions that the Tarbell Lumber Company had a mill on Narrow Ridge. Therein, W. H. Blanchard of Wake County agreed to harvest timber on several nearby tracts controlled by the lumber company. All were within one mile of the Narrow Ridge Mill. They included the Brown Tract, the Currie Tract, land identified as D. C. Blue, and the Narrow Ridge Tract. Blanchard was allowed to use the Narrow Ridge mill to process the cut timber and then haul the resulting lumber to Tarbell's railroad, which then was located "near the Deep Creek Mill." At that time, the railroad was more than 1.5-miles from the Narrow Ridge mill, but an extension of the line was under consideration. The track near the Deep Creek mill must have separated from the Moore County Railroad mainline at Roseland. As Richardson implied above, Tarbell may have harvested other tracts farther to the west, along the Moore County Railroad.

The **Fayetteville & Albemarle Railroad** was intended to pass through Southern Pines. It was chartered in 1889 but languished for many years without any construction accomplished. Figure 14 shows the portion of the line that was supposed to originate at Southern Pines and pass eastward through Inverness and Argyle, which are now in Hoke County. Interest in building the line was renewed in 1901. The March 8, 1901 *Railroad Gazette* reported "Fayetteville & Albemarle.-New line from Southern Pines, N. C., east 33 miles to Fayetteville. Graded for 8 miles from Southern Pines. Company expects to resume work soon and build the line this year. J. C. Brown, President, and H. L. Thurston, Chief Engineer, both of Southern Pines, N. C." Brown was one of the developers of the Roseland community and Thurston was a local civil engineer.

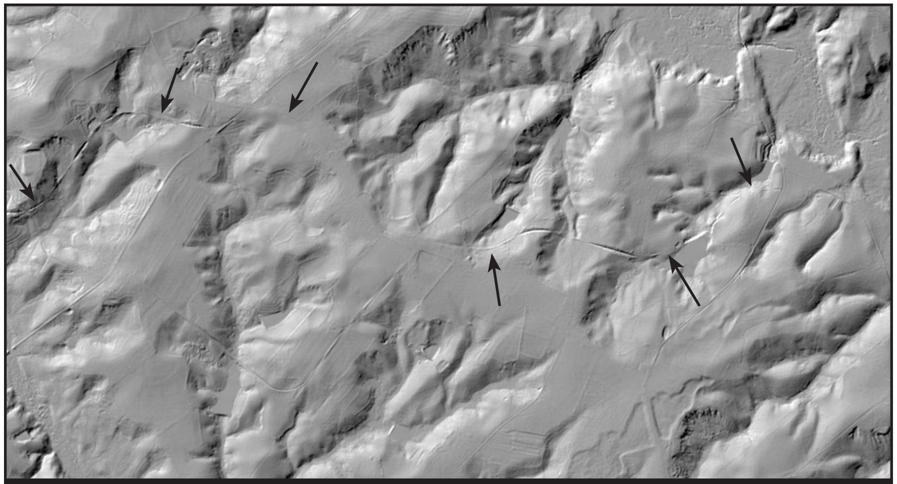
The July 12, 1901 edition of the same publication narrated “Fayetteville & Albemarle (Electric).-Arrangements are completed with the Connecticut Construction Co., of Danbury, Conn., to build this line . . .” The January 23, 1903 *Railroad Gazette* revealed that the company was planning to integrate the projected but unbuilt right-of-way of the Moore County & Western Railroad, westward from Craigrownie, into its mainline: “Fayetteville & Albemarle.-This line is projected from Fayetteville, N. C., via Southern Pines and Craigrownie to Albemarle, a distance of 80 miles. Eight miles from Craigrownie to Capels Mills, and seven miles from Southern Pines to McCrimmons, have been graded and track laying will begin in a few weeks. A. C. Wilcox, 55 Liberty Street, New York, is President, and Clark J. Brown, Secretary.” Figure 17 is a topographical map showing the border between Montgomery and Richmond Counties. The graded right-of-way of the Fayetteville & Albemarle Railroad is visible on the LiDAR image seen in Figure 18 and on the map comprising Figure 19. Figure 20 maps the portion of the railroad graded to the east of Southern Pines.

It is likely that in 1901, the long-range scheme for the Fayetteville & Albemarle Railroad included negotiating running rights over the Pinehurst Electric Railway between Southern Pines and “P. W. Junction” and then using a branch of the Moore County Railroad between that junction point and Roseland. West of Roseland, the line would have followed the mainline of the Moore County Railroad to Craigrownie. But there is no evidence that construction of the line progressed beyond grading the two segments described in the previous paragraph.

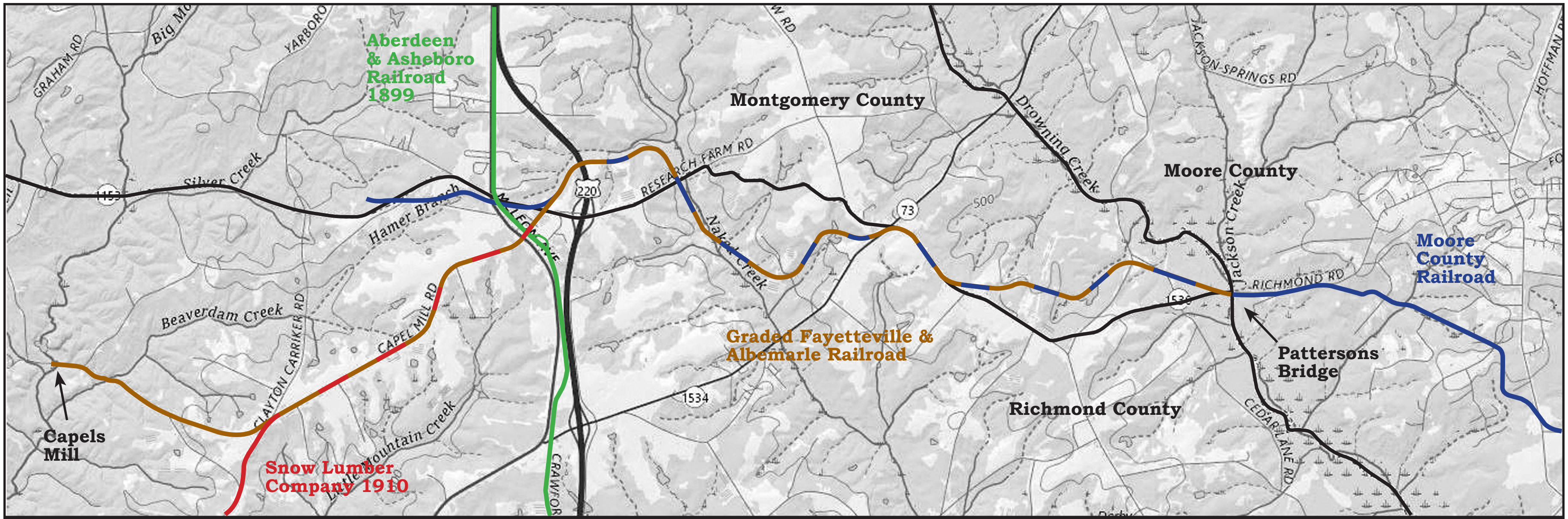
William McIntyre Blue acquired a Shay locomotive, Shop #506, in April 1896. He probably used it to cut timber on property he bought in December 1897. That 71-acre parcel was on Shaddox Creek, between Mill Creek and the Raleigh & Augusta Railroad. Modern LiDAR ground imaging does not show any obvious railroad grades within that property, but that appearance may be due to subsequent terracing of the land.



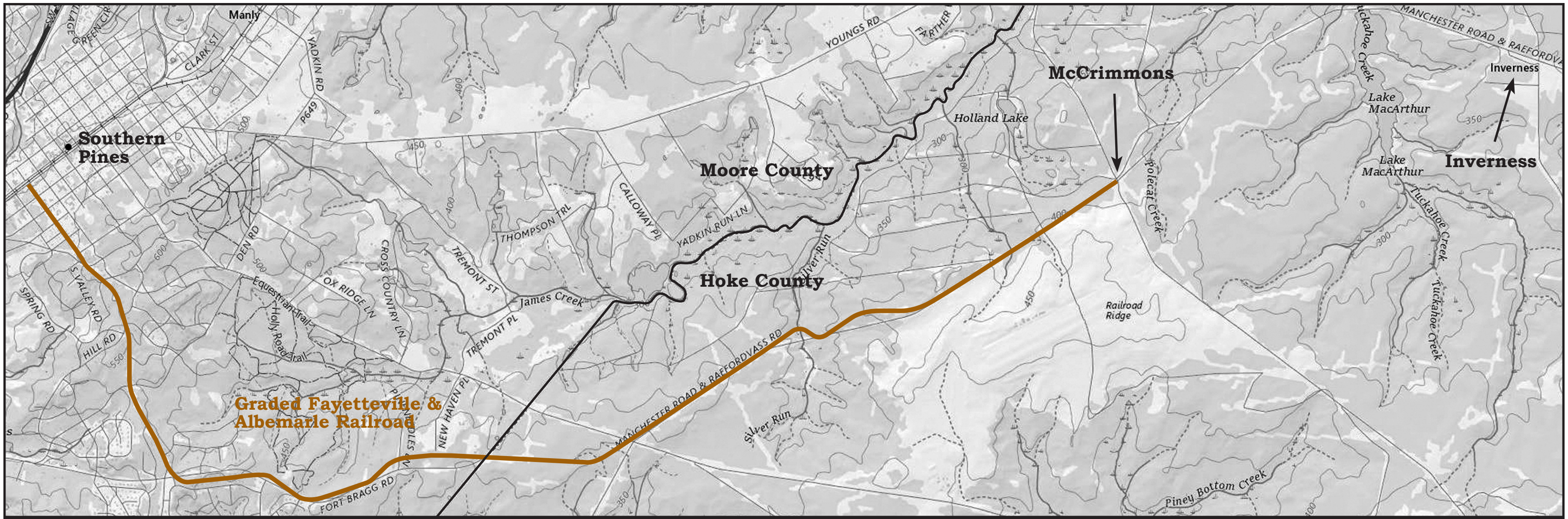
17-Topographical Map West of Moore County



18-Arrows Show Graded Fayetteville & Albemarle RR


Aberdeen & Asheboro Railroad 1899
Montgomery County
Moore County
Moore County Railroad
Graded Fayetteville & Albemarle Railroad
Pattersons Bridge
Richmond County
Capels Mill
Snow Lumber Company 1910
GRAHAM RD
Big Mo
YARBORO
Silver Creek
Hamer Branch
Beaverdam Creek
CLAYTON CARRIKER RD
CAPEL MILL RD
Little Mountain Creek
RESEARCH FARM RD
Naked Creek
Drowning Creek
Jackson Creek
JACKSON SPRINGS RD
RICHMOND RD
CEDAR LANE RD
HOFFMAN R
220
73
1534
1536
500

19-Graded Fayetteville & Albemarle Railroad in Montgomery and Richmond Counties


Manly
Southern Pines
McCrimmons
Inverness
Moore County
Hoke County
Graded Fayetteville & Albemarle Railroad
Holland Lake
Lake MacArthur
Railroad Ridge
YOUNGS RD
FARTHER
MANCHESTER ROAD & RAEFORD
Tuckahoe Creek
Polecat Creek
YADKIN RD
CLARK ST
DEN RD
Equestrian Trail
Holly Road Trail
OX RIDGE LN
CROSS COUNTRY LN
TREMONT ST
TREMONT PL
THOMPSON TRL
CALLOWAY PL
YADKIN RUN LN
James Creek
Silver Run
NEW HAVEN PL
FORT BRAGG RD
MANCHESTER ROAD & RAFFORDVASS RD
S VALLEY RD
SPRING RD
HILL RD
Piney Bottom Creek
450
400
350
300

20-Graded Fayetteville & Albemarle Railroad East of Southern Pines in Moore and Hoke Counties

Markham Brothers consisted of P. A. and E. T Markham. They logged in at least two separate locations in Moore County. In March, 1893, P. A. Markham acquired 840 acres on the south side of Lower Little River adjoining the lands of R. A. Cole and Daniel Caddell (Deed Book 9, page 544). The metes and bounds of the document mention Wall Branch and White Oak Branch, both presumed to be tributaries of Lower Little River. The general area of White Oak Branch is southeast of Vass.

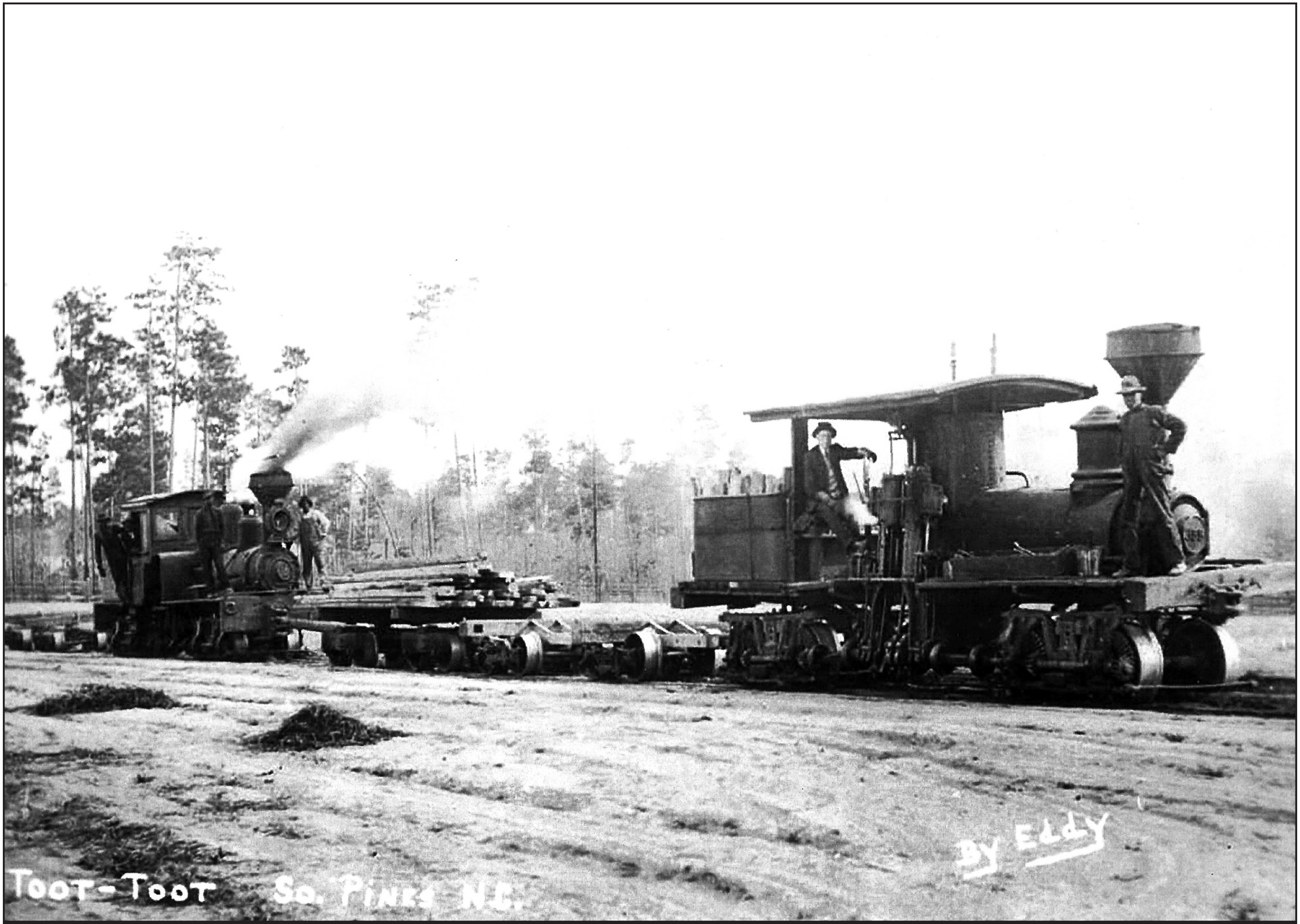
E. T. Markham bought a 242-acre tract located at the junction of McDeed's Creek and the Raleigh & Augusta Air Line Railroad in July 1893 (Deed Book 10, page 14). That parcel is immediately north of Manly. The brothers bought a new Shay locomotive (Shop #458) in October 1893, probably in order to log these properties.

F. M. McDuffie and W. A. Monroe were partners in the firm of **McDuffie & Monroe**. They bought a new 36-inch gauge Shay locomotive in 1894 (Shop #452). In March 1897, McDuffie sold land in Greenwood Township to Monroe (Deed Book 16, page 273). Also, in March of that year, Monroe bought 860 acres in Mineral Springs Township (Deed Book 16, page 292). Metes and bounds mentioned in that document include Turkey Run, Pen Run, and Home Branch.

Angus Cameron was another significant Moore County logger. The 1893 *Lumber Dealers Directory* reveals that **A. Cameron & Company** had a sawmill at Sanford, which was in Moore County until 1907. The trustee for that company, D. B. Cameron, obtained two tracts of timber, located just about midway between Vass and Carthage, by means of a deed recorded in 1894 in Deed Book 11, page 461. Those parcels are in the vicinity of Vass-Carthage Road; Lower Little River, Pond Branch, and Lee's Branch are specified in the property's metes and bounds. No railroad is mentioned.

But by about 1901, **Angus Cameron & Company** bought a used Shay locomotive (Shop #355) for the company's operation at Vass. The 1904-1905 edition of *Polk's Lumber Directory of the United States* reveals that Cameron operated a sawmill at Vass. His mill was still listed there in the 1915 issue of *Register of Sawmill Equipment*. Three separate 1906 timber deeds to Angus Cameron provided a total of 1,780 acres for harvesting. Those documents are recorded in Moore County Deed Book 34, pages 575-581. One tract, southwest of Vass, was described as "lying on the waters of Little River and Shaddock's Creek." A second parcel was situated "on the south side of the Lower Little River, bounded on the north by the river . . ." The third property was located northeast of Vass, "on the waters of Beaver Creek, bounded on the north by John Muse and Neil Cameron land, on the east by the Pool land, on the south by John A. Cameron's land, on the west by John B. Cameron's land and the channel of Beaver Creek." Although it lies west of Beaver Creek, modern-day Cameron Camp Road (off Boys Camp Road) may have received its name from logging activity carried on nearby by Angus Cameron.

A second Shay locomotive (Shop #1873) was purchased new by Cameron in 1907. Both 36-inch gauge engines are pictured in Figure 21, courtesy of Ellsworth C. Eddy (and at the Shay Locomotive website: https://www.shaylocomotives.com/). In this figure, #355 is on the right and #1873 is on the left. Note the extra wide wheels used for running on wooden rails. When the 1920 US Census was taken, Angus Cameron, a farmer and lumberman, still lived at Vass.


TOOT-TOOT
So. PINES N.C.
BY Eddy

21-Two Shay Locomotives Operated by Angus Cameron, Shop #355 on the Right and Shop #1873 on the Left

John L. Hall was president of the **Hall Tramroad Company**, which was chartered in 1895. By means of a deed dated April 23, 1896, the company obtained all rights to and property of a tram road owned and operated by Frances M. Monroe. The tram ran on wooden rails between Swinton, in the north, and Eagle Springs, in the south. It was used in conjunction with the Page Lumber Company to deliver timber to the Aberdeen & West End Railroad at Eagle Springs. Three days after the deed was signed, Monroe leased the tram back from the Hall Tramroad Company. A 36-inch gauge Shay locomotive (Shop #491), originally built for the Page lumber Company, was used on the tram. That engine was sold off in 1899, suggesting that timber along the Hall Tramroad had been logged out.

Charles W. Taft was born in Vermont and relocated to North Carolina sometime after 1880. He bought timberland west of Pinehurst in 1891 (Deed Book 4, page 292). Metes and bounds described in the document mention the "north side of a small branch tributary to Little River" and one part of the eastern boundary crossed Nick's Creek and the Yadkin Road (nowadays, Yadkin Road is approximated by Highway 211). A railroad was not mentioned.

The 1893 *Lumber Dealers Directory* lists C. W. Taft with a sawmill at West End, which was associated with a four-mile logging railroad. However, this railroad must have been the branch of the Aberdeen & West End Railroad which was constructed in 1893. Taft bought additional timber rights to four separate tracts in April 1893 (Deed Book 9, page 540), no doubt with a plan to move that timber to West End via the branch of the Aberdeen & West End Road. All these tracts were located on Little River. One was on the north side. The privilege of constructing tram roads through these parcels was granted, likely to reach the branch line of the Aberdeen & West End Railroad.

S. David Carriker, the author of *Railroading in the Carolina Sandhills*, provided the author with a list of 165 railroads that operated, at one time or another, in Moore County. Several of these represent, sequentially, the same right-of-way under different ownership or management. Another resource, the Mormon Church website *Family Search*, includes an online index to Moore County grantees between 1889 and 1917, plus copies of Deed Books 1-22. Indexes for deeds recorded between 1917 and 1940 are currently unavailable online.

The following names appear on both Carriker's list and the *Family Search* website. Comparing these two resources provides limited additional information, which is presented now.

1 - **Allred & Sons**; C. L. Allred, headquarters at Aberdeen in 1897 when the company acquired a 36-inch gauge Shay locomotive (Shop #289). Bought 211.5 acres in 1894 (Book 46, page 63). Carriker lists J. F. Allred and S. T. Ewing (1896-Tram Road).

2 - **Ashboro Lumber and Manufacturing Company** (1893-Tram Road). There was no mention of a tram road in any reviewed deeds, most of which were for land in Sheffield Township.

3 – **Cagle Gold Mine Railroad** (1891). Mine properties located on the south side of Cabin Creek, near Robbins (formerly Hemp). It probably was a short industrial railroad.

4 – **Elise Lumber Company** (1899-Tram Road). One 1901 deed in Book 26, page 454.

5 - **Foss, Lewis T.** (1913 Tram Road). A right-of-way deed in Book 56, page 349.

6 – **Lewis, C. L.** (1896-Tram Road). A series of Carthage Township right-of-way deeds for a tram road in 1896 are recorded in Deed Book 15, pages 159-169. Permission was given for use of an engine, and the right-of-way was to be no more than eight feet wide. The properties harvested belonged to N. J. Muse, D. H. Caddell, Ada Caddell, and L. T. Sewell.

7 - **North Carolina Traction Company** (1909). One 1912 deed (Book 54, page 228).

8 -**Parks, James G.** (1910) Parks bought 526 acres in 1906, Book 34, page 289, and timber rights on 200 acres in 1911, Book 50, page 381. The 1907 edition of *The American Lumberman's Sawmill Equipment Register* reports that Parks had a twelve-mile logging railroad under construction at Hallison. Four locomotives and 25 cars would be used. Line never constructed.

9 – **Shaw-Clapp Lumber Company** (1909-Tram Road). Two 1909 timber deeds in Book 43, pages 243 and 324.

10 – **Snow Lumber Company** (multiple Tram Roads between 1907 and 1916). A 1901 timber deed, 1,535 acres (Book 27, page 136; location at Hallison); a 1904 timber deed for 500 acres (Book 30, page 360); multiple 1905-6 timber deeds (Book 34, pages 292, 295, 298, 300, 302, 303, 305, 307, 333, and 339; Book 35, page 205, and 299); two 1907 timber deeds (Book 37, pages 366 and 383); two 1909 timber deeds (Book 43, pages 214 and 217); one 1916 timber deed (Book 62, page 523); and two deeds in Book 63, pages 83 and 107.

11 – **Southern Timber & Lumber Company** (1911-Tram Road). Book 42, pages 79 and 522; Book 44, page 195; Book 45, page 218; and Book 47, page 279.

12 – **Steel & Ledbetter** (1889-Tram Road). One 1889 mortgage on 14 acres (Mortgage Book 1, page 17). Keyser was the headquarters for the partners when they bought a Shay locomotive (Shop #311) in August 1890; they probably operated over the Beckwith & Rogers railroad.

13 - **Tillman, J. J.** (1905-Tram Road). Tillman sold timber rights to the Moore County Lumber Company (Book 34, page 509) in 1906. The Moore County Lumber Company may have used the same tram road, for Carriker lists it as operating a tram road in 1906. The Moore County Lumber Company acquired other properties in 1904 (Book 30, page 203) and in 1906 (Book 34, page 518; Book 36, pages 80 and 81).

14 - **Wade, C. C. Lumber Company** (1893). Wade bought a 2.5-acre lot in West End in 1889. In 1896, O. M. Wade (son of C. C. Wade) bought a 100-acre tract along Yadkin Road, on Joe's Creek (now Joes Fork). Shay Shop #441 was used on the latter tract.

Following is Carriker's list of railroads operating from 1917-1940 which could not be cross referenced via *Family Search* online:

Allen, Jimmy (1939-Tram Road).

Babcock Lumber Company (1940-Tram Road).

Blue Mining & Manufacturing Company (1924-Railroad).

Capitol Lumber Company (1917-Tram Road).

Carolina Coal Company (1917-Railroad).

Carthage Lumber Company (1926-Tram Road).

Chandler & Farlow Lumber Company (1935-Four Tram Roads).

Cox Lumber Company (1937-Tram Road).

Crawford, Van F. (1938-Tram Road).

Lewis, W. A. (1937-Tram Road).

Pyrophyllite Talc Products (1937-Railroad).

Sandhill Sand Company (1925-Railroad).

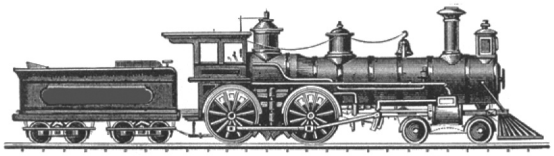
Sandhills Furniture (1933-Railroad).

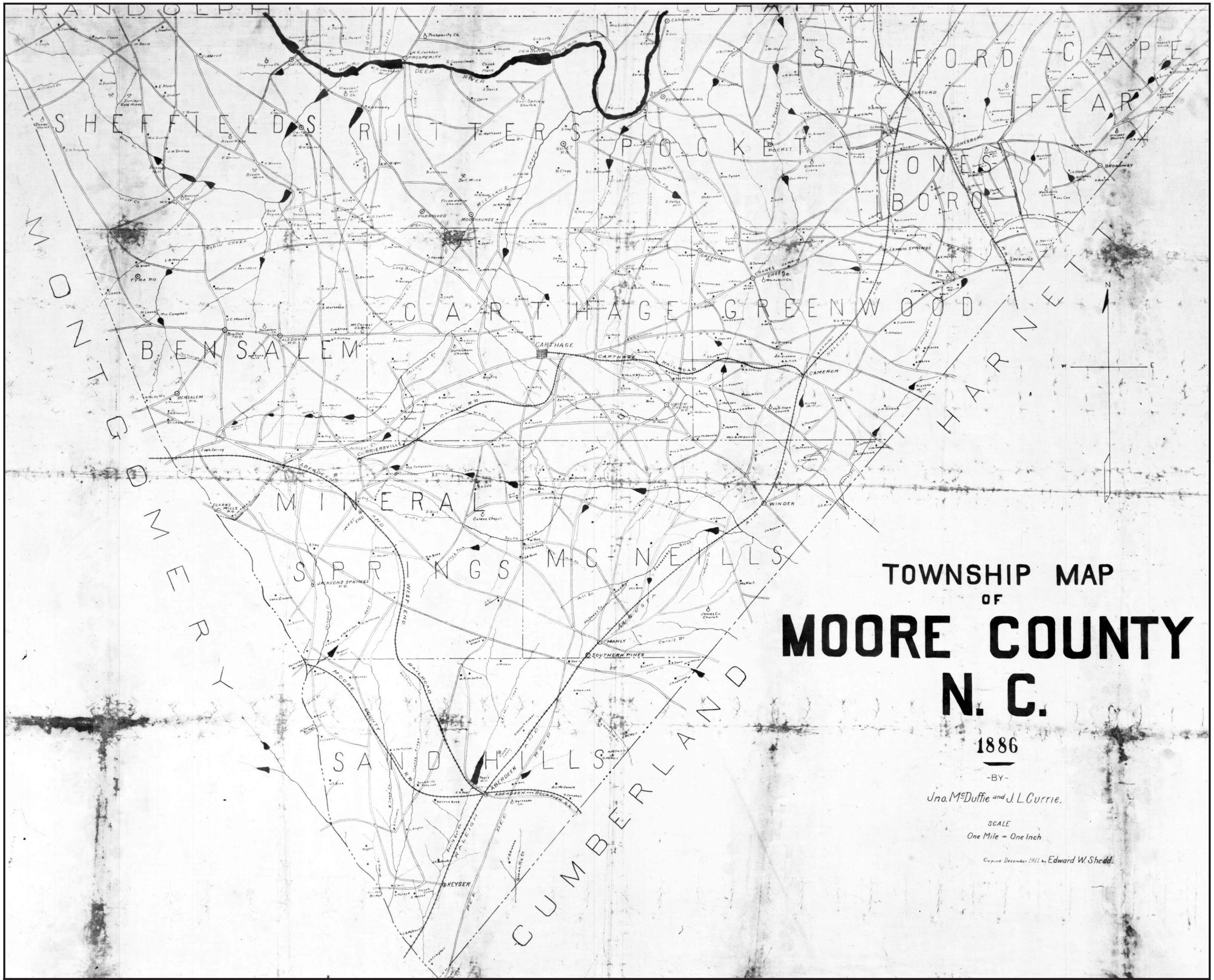
Sugg, J. S. (1922-Tram Road).

Tillman, W. D. (1918-Tram Road).

Trexler Lumber Company (1917-1923, five locations).

Readers who wish to study Moore County's railroad history in further detail will benefit from reading Lawrence Koster's *The Railroads of Moore County, North Carolina.*

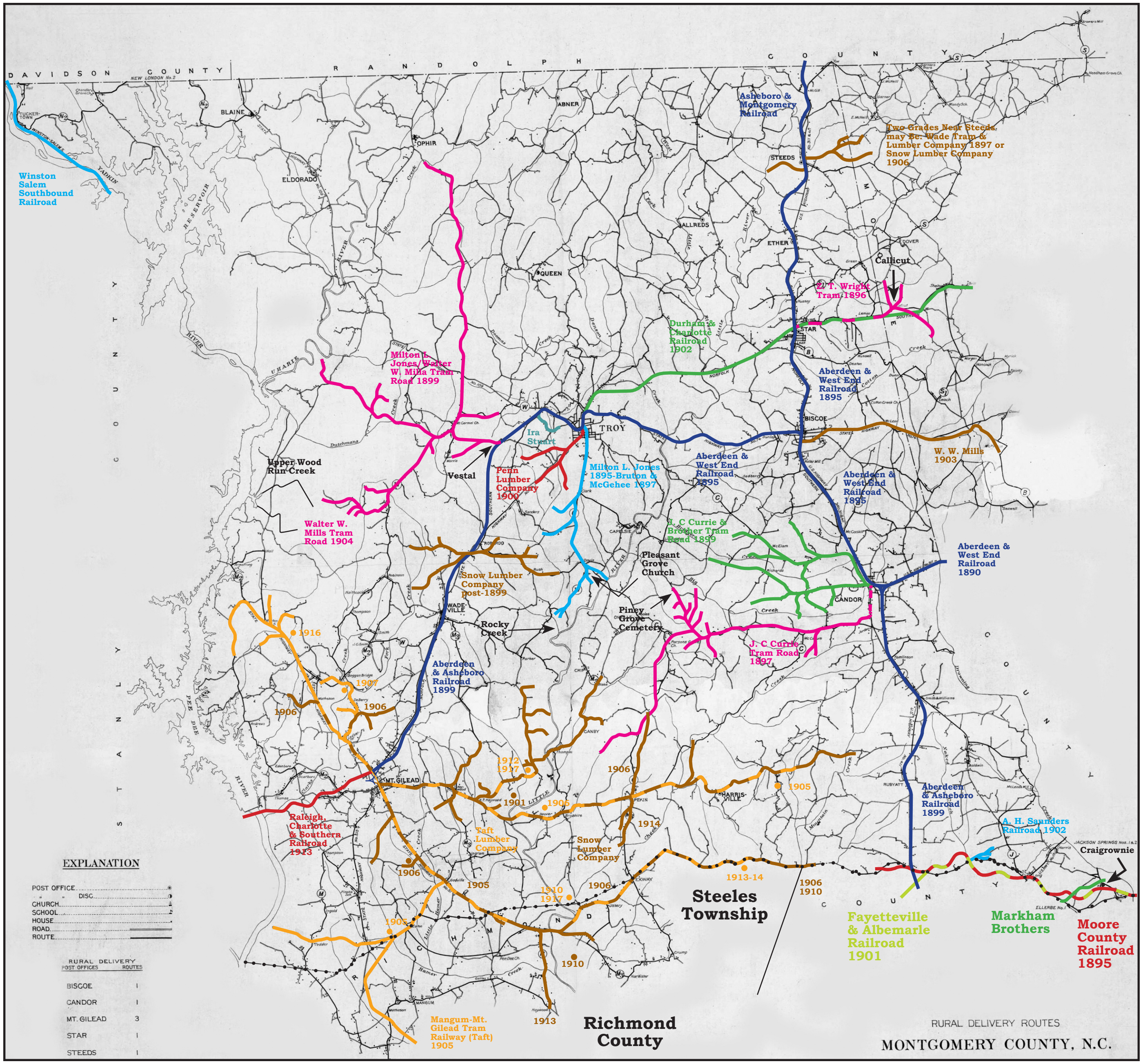



TOWNSHIP MAP
OF
MOORE COUNTY
N. C.
1886
-BY-
Jno. McDuffie and J. L. Currie.
SCALE
One Mile = One Inch
Copied December 1911 by Edward W. Shedd.
RANDOLPH
CHATHAM
MONTGOMERY
HARNETT
CUMBERLAND
SHEFFIELDS
RITTERS
POCKET
SANFORD
CAPE FEAR
JONESBORO
CARTHAGE
GREENWOOD
BENSALEM
MINERAL SPRINGS
McNEILLS
SAND HILLS
DEEP RIVER
CARTHAGE
CAMERON
SOUTHERN PINES
MANLY
ABERDEEN
KEYSER
WINDER
SANFORD
JONESBORO
N
W
E

22-1886 McDuffie's Township Map of Moore County N. C.

Chapter 9

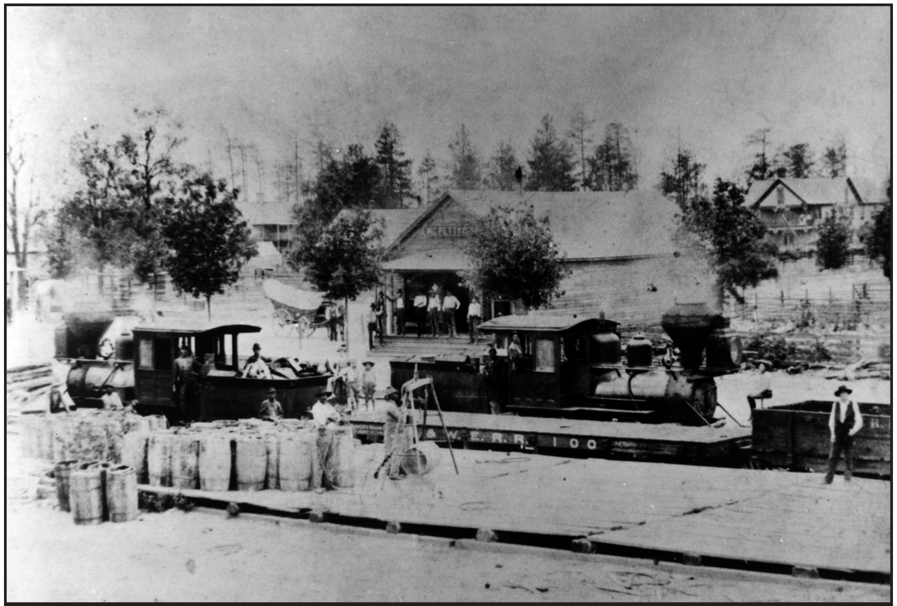
Montgomery County


DAVIDSON COUNTY
RANDOLPH COUNTY
STANLY COUNTY
MOORE COUNTY
RICHMOND COUNTY
Winston Salem Southbound Railroad
Asheboro & Montgomery Railroad
Two Grades Near Steeds may Be: Wade Tram & Lumber Company 1897 or Snow Lumber Company 1906
Callicut
Z. T. Wright Tram 1896
Durham & Charlotte Railroad 1902
Aberdeen & West End Railroad 1895
Milton L. Jones/Walter W. Milla Tram Road 1899
Ira Stuart
Troy
Upper Wood Run Creek
Vestal
Penn Lumber Company 1900
Milton L. Jones 1895-Bruton & McGehee 1897
Aberdeen & West End Railroad 1895
W. W. Mills 1903
Aberdeen & West End Railroad 1895
Walter W. Mills Tram Road 1904
J. C Currie & Brother Tram Road 1899
Pleasant Grove Church
Aberdeen & West End Railroad 1890
Snow Lumber Company post-1899
Rocky Creek
Piney Grove Cemetery
J. C Currie Tram Road 1897
1916
Aberdeen & Asheboro Railroad 1899
1907
1906
1906
1912
1917
1906
1901
1906
1905
Raleigh, Charlotte & Southern Railroad 1913
Taft Lumber Company
Snow Lumber Company
1914
Aberdeen & Asheboro Railroad 1899
A. H. Saunders Railroad 1902
Craigrownie
1906
1905
1910
1917
1906
1913-14
1906
1910
1905
Steeles Township
1910
Mangum-Mt. Gilead Tram Railway (Taft) 1905
1913
Richmond County
Fayetteville & Albemarle Railroad 1901
Markham Brothers
Moore County Railroad 1895
EXPLANATION
POST OFFICE
" " DISC.
CHURCH
SCHOOL
HOUSE
ROAD
ROUTE
RURAL DELIVERY
POST OFFICES ROUTES
BISCOE 1
CANDOR 1
MT. GILEAD 3
STAR 1
STEEDS 1
RURAL DELIVERY ROUTES
MONTGOMERY COUNTY, N.C.

Montgomery County Railroads

The **Aberdeen & Asheboro Railroad** was created in 1897 by the merger of the **Aberdeen & West End Railroad** and the **Asheboro & Montgomery Railroad**, two former Page family lines which originally were involved primarily with logging. Figure 1 is courtesy of the website DigitalNC at: https://lib.digitalnc.org/record/5046?ln=en&v=uv#?xywh=-2474%2C0%2C11015%2C5703. This undated image is labelled: "Candor Depot Aberdeen and West End R. R., Old Leach Hotel building in background still standing adjacent to Harris Motel, Candor, N. C."

The 1898 edition of *Poor's Manual of Railroads* reports that the Aberdeen & Asheboro Railroad was built to standard gauge. At the time of the merger, it included a right-of-way between Biscoe and Troy which had been constructed by the Aberdeen & West End Railroad in 1895. In 1899, the Aberdeen & Asheboro Railroad constructed an extension from Troy to Mt. Gilead, resulting in a continuous line of track between Biscoe and Mt. Gilead of 22 miles.



1-Undated Photograph of Depot at Candor

Annual editions of the report of the Corporation Commission of North Carolina (which included data from railroads) continued to show "Aberdeen and Asheboro - Biscoe to Mt. Gilead (miles) …. 22.00" each year up through 1911.

The **Raleigh, Charlotte and Southern Railway** was an amalgamation of several preexisting railroads and was, itself, controlled by the **Norfolk Southern Railroad**. On January 1, 1912 the Raleigh, Charlotte and Southern Railway leased almost all of the Aberdeen & Asheboro Railroad. The western portion of the track between Biscoe and Troy was not included in the lease, for the lessee had access to Troy (from Star) via the **Durham & Charlotte Railroad**, which it had just acquired in 1911. In the 1912 report of the Corporate Commission of North Carolina, under Raleigh, Charlotte and Southern Railway Company, no track was listed between Biscoe and Troy, and the trackage between Troy and Mt. Gilead was reported as 14.00 miles.

The Raleigh, Charlotte and Southern Railway lease was recorded on pages 275 and 276 of Montgomery County Deed Book 54. Therein, four existing mainlines of the Aberdeen & Asheboro Railroad were identified: Aberdeen (in Moore County) to Asheboro (in Randolf County), 56.6 miles; Troy to Mt. Gilead (both in Montgomery County), 14 miles; Candor (in Montgomery County) and Ellerbe (in Richmond County), 17.57 miles; and West End to Jackson Springs (both in Moore County), 4 miles. Significantly, the Aberdeen & Asheboro Railroad's previously operated right-of-way between Biscoe and Troy was not mentioned as a mainline. But part of that track remained as a branch line. It was described in the lease as: "A branch line, beginning at Biscoe, in the county of Montgomery, extending thence in a southwesterly direction to a terminal three miles distant more or less."

That three-mile branch line is erroneously described on page 200 of S. David Carriker's *Railroading in the Carolina Sandhills: Volume 1*. Carriker declares that this track, originating at Biscoe, was a tram railway utilized by the Aberdeen & Asheboro Railroad. He writes that the tram travelled "southwest of their lumber yard in downtown Bisco for a distance of three miles 'to an unknown terminal'." Those quotes clearly were taken from the 1912 lease agreement referenced in the preceding paragraphs.

In fact, these three miles of track comprised the eastern end of the former Aberdeen & Asheboro Railroad line between Biscoe and Troy. The western portion of that right-of-way was abandoned when all other parts of the line were leased to the Raleigh, Charlotte and Southern Railway. Most contemporary maps after 1912 show no track whatsoever between Biscoe and Troy.

Carriker cites, as evidence for his statements, the fact that the Aberdeen & Asheboro Railroad purchased a new, 36-inch gauge Shay locomotive (#593) built in 1899. That this acquisition did take place is confirmed by the Shay Locomotive website at: <https://www.shaylocomotives.com/>. However, that source does not reveal where the engine was used. Clearly, it could not have operated on the main tracks of the Aberdeen & Asheboro Railroad, or on the branch line mentioned in the 1912 lease, for all of these were built to standard gauge. The engine likely spent time logging at some as yet undiscovered point along the Aberdeen & Asheville Railroad mainline.

John C. Currie and **James A. Currie** were sons of Angus Currie, who resided in Moore County at Carthage. John C. Currie, associated at times with his brother, carried on several businesses in Montgomery County. He was also involved in Moore County ventures at Jackson Springs and Patterson Bridge, and in the region west of Norman, in Richmond County. John C. Currie began acquiring property in Montgomery County as early as 1880. He began logging by rail on land owned by David D. Bruton, southwest of Candor, in 1897. In 1899, **J. C. Currie & Brother** constructed another set of logging lines to the west and northwest of Candor. Logs from all those areas were either exported via the Aberdeen and Asheboro Railroad or milled at Candor. Even after that timber was exhausted, John C. Currie continued to carry on a general merchandise business at Candor. His name appears there, in that capacity, in *The North Carolina Year Book and Business Directory* as late as 1916.

John C. Currie's first railroad was built to harvest timber on land belonging to David D. Bruton, which was southwest of Candor. That line is mapped on the page preceding page 1. In this region, Bruton acquired several tracts between 1891 and 1897. The relevant deeds describe these properties using metes and bounds, many of which are difficult to locate precisely in the 21st century. Nonetheless, several of these descriptors are features currently located in the region at the west end of McCallum Road.

Some of these documents are found in Deed Book 33, page 366 (1891); Book 55, page 450 (1894); Book 36, page 586 (1895); and Book 37, page 114 (March 23, 1897). Within those deeds can be found mention of land "on waters of Little Creek," "on waters of Little River," and "part of the Steele Survey near Pine Grove Church," as well as various family names such as Lewis, Blake, Parsons, and Gillis. In modern times, Lewis Mill Pond, Blake Cemetery, Gillis Branch, Piney Grove Cemetery (perhaps the modern name for Pine Grove Church's cemetery), and Bruton Mill Pond (formed by water impounded by a dam on Little River) can be found in this region.

David Dudley Bruton (also called Dudley David Bruton in some documents) bought three lots in Candor in 1896 (Montgomery County Deed Book 38, pages 149 and 151). In April 1897, he purchased an additional parcel located 50 feet east of the Candor depot (Deed Book 38, page 25).

In 1897, John C. Currie's association with David D. Bruton is revealed by a deed recorded on page 233 of Montgomery County Deed Book 42. Therein, Currie bought timber rights from Bruton and his brother-in-law, M. E. Shamberger. The transaction comprised a total of 1,395 acres (slightly more than two square miles). The document does not state the precise date when signed, but the first installment of the sale price ($2,200) was due on April 1, 1897. The property included most, if not all the property mentioned earlier which Bruton had acquired during the 1890s. Other listed parcels were on the west side of Big Creek and on the Reedy Branch of Big Creek. Significantly, Currie was allowed to construct tram roads over these properties.

Modern LiDAR ground imaging reveals terrain along McCallum Road which is compatible with an old railroad grade, presumed to have been used by John C. Currie. Near Candor, the course followed by this railroad remains undiscovered. It seems likely that it terminated on one of Bruton's lots, for Currie did not purchase any property in Candor until 1904. Similarly, the exact western extent of this Currie line is unclear; it may have extended as far as properties owned by Bruton on Little River.

John C. Currie purchased his first Shay engine in 1899. It carried Shop #491 and had been built during 1895. Shay Locomotive Company records indicate that the engine, operated as #3, was registered to the Curries at Candor. In 1902, it was used at Candor by A. H. Saunders & Company, but J. C. Currie & Brother re-acquired it for their Candor operation in 1907. The Currie brothers bought two more Shays (Shop #458 and #477) about 1900. Two of the engines (#s 458 and 491) were sold off about 1913, while #477 was scrapped at an undisclosed time. All were 36-inch gauge locomotives.

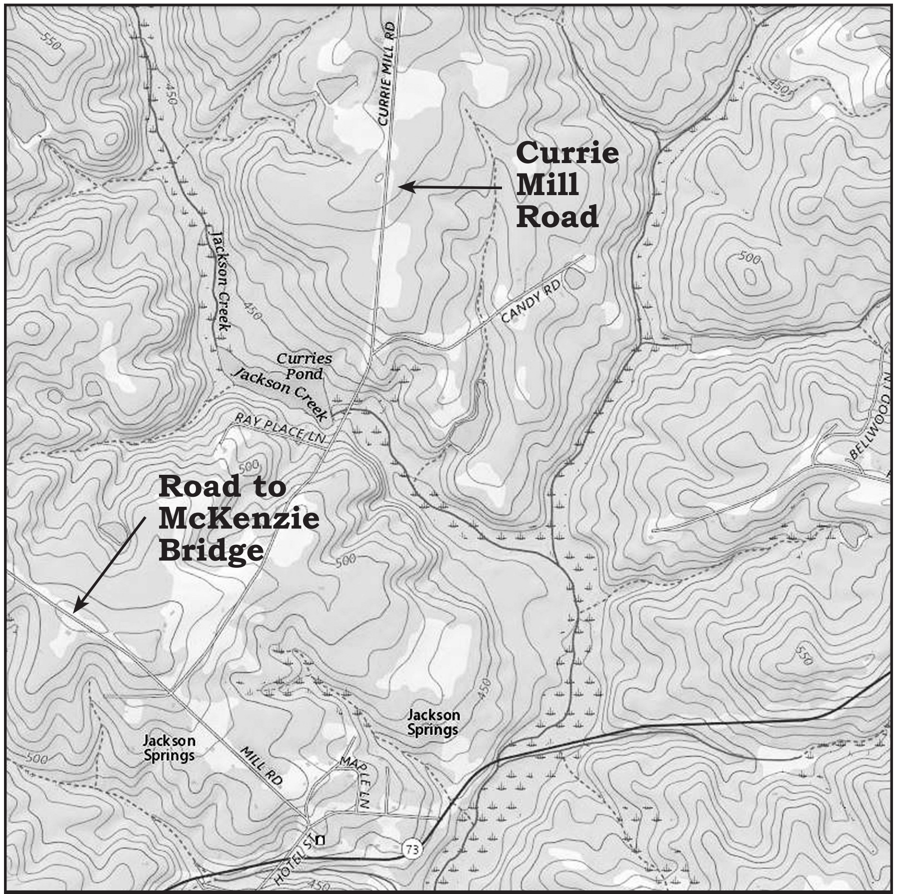
About 1900, John C. Currie formed a partnership with his brother, James A. Currie. The business was known as J. C. Currie and Brother. The partners built additional logging lines to the west and northwest of Candor. A contemporary map of those railroads could not be located by the author. Their rights-of-way, which appear on the page preceding page 1, were drawn after considering a certain amount of imprecise information. First, the existence of the modern-day named "Currie Road" suggests that the road might have been built originally by the Curries, perhaps as a logging railroad to access their timberland. Currie Road leads west from Candor between Big Creek and Ridges Creek (now called Bridgers Creek); both creeks are named in deeds to various properties acquired by the Curries. Other Currie deeds mention Grassy Fork (Branch), Reedy Branch of Cedar Creek, property owned by A. B. McCaskill (who is, perhaps, memorialized by modern-day McCaskill Road), and Macedonia Church (Deed Book 51, page 130, dated 1902).

A second source, *Railroading in the Carolina Sandhills: Volume 2*, page 59, reports that "Currie's tramway is remembered by many of the local residents as running near Blake's Store from Candor to Troy."

John C. Currie resided in Hollingsworth (now Biscoe) Township when the 1900 Federal census was taken. In that record, he described himself as a merchant and farmer. The 1903 edition of *The North Carolina Year Book and Business Directory* includes no entry at Candor for any Currie business. But in 1904, John C. Currie bought two adjoining Candor lots (Montgomery County Deed Book 45, page 4 and Deed Book 48, page 107).

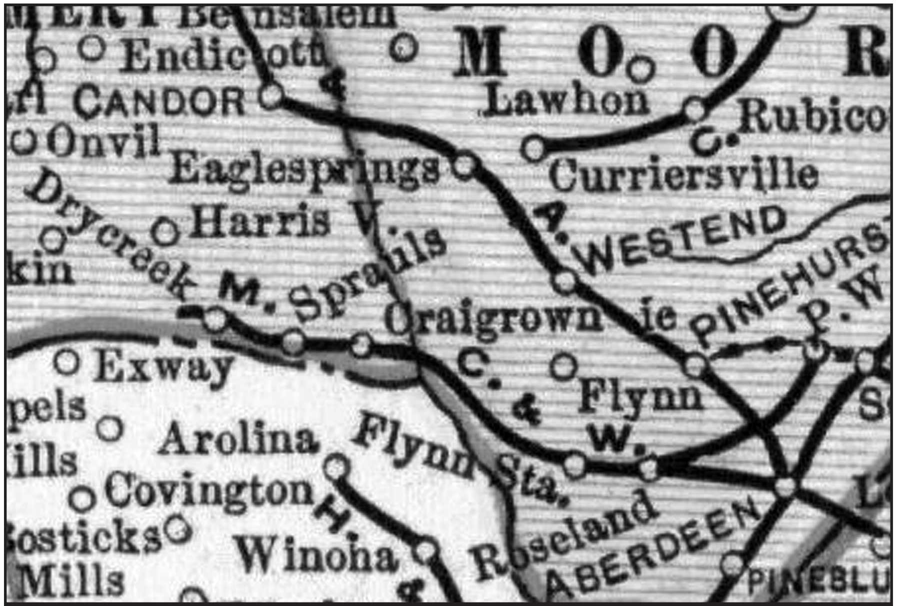
Shortly thereafter, the 1904-5 edition of *Polk's Lumber Directory of the United States* included "J. C. Currie & Bro" in its Candor listing. This implies that by then, the Curries possessed a sawmill at Candor. That mill probably was moved there from Patterson Bridge, for the 1903 and 1904 editions of *The North Carolina Year Book and Business Directory* showed a "Currie Lumber Company" sawmill located there. Patterson Bridge was situated on Drowning Creek, along the border between Montgomery and Moore Counties. The Currie Lumber Company mill no longer appeared there in the 1905 edition of the directory.

In Moore County, several deeds signed between 1890 and 1892 suggest that John C. Currie was logging in the vicinity of Jackson Springs and in the region immediately to the south (two examples are found in Moore County Deed Book 3, page 220; and Deed Book 17, page 312). In 1898, Currie purchased an additional 790 acres north of Jackson Springs. Rays Corner and Patterson Branch were mentioned in that deed, which was recorded on page 253 of Moore County Deed Book 18. His last timberland acquisitions in that area were in 1900 (Book 21, page 549; and Book 22, page 142). Figure 2 is a modern map of the area around Jackson Springs. Note Curries Pond on Jackson Creek, and Currie Mill Road. The presence of Currie Mill Road suggests that Currie had a sawmill in this area, but a specific record of such a facility has not been found.


550
450
CURRIE MILL RD
Currie Mill Road
450
Jackson Creek
500
CANDY RD
Curries Pond
Jackson Creek
RAY PLACE LN
BELLWOOD LN
Road to McKenzie Bridge
500
550
550
500
Jackson Springs
Jackson Springs
MILL RD
MAPLE LN
HOTEL ST
73
450

2-Topographical Map Around Jackson Springs

John C. Currie did operate another sawmill at Patterson Bridge, not far from Jackson Springs. Patterson Bridge, on Drowning Creek, is located now on the eastern border of Montgomery County. But until 1898, it was in Moore County. The Currie mill was situated on the **Moore County Railroad**, which was abandoned about 1903. That mill appeared for the last time in the 1904 edition of *The North Carolina Year Book and Business Directory*, and it was moved to Candor shortly thereafter.


Bensalem
Endicott
M O O R
CANDOR
Lawhon
Rubico
Onvil
Eaglesprings
Curriersville
Drycreek
Harris
Spraulls
A.
WESTEND
kin
M.
Craigrown
PINEHURST
P.W.
Exway
C. & W.
Flynn
pels
Arolina
Flynn Sta.
ills
Covington
H.
Roseland
ABERDEEN
osticks Mills
Winoha
PINEBLU

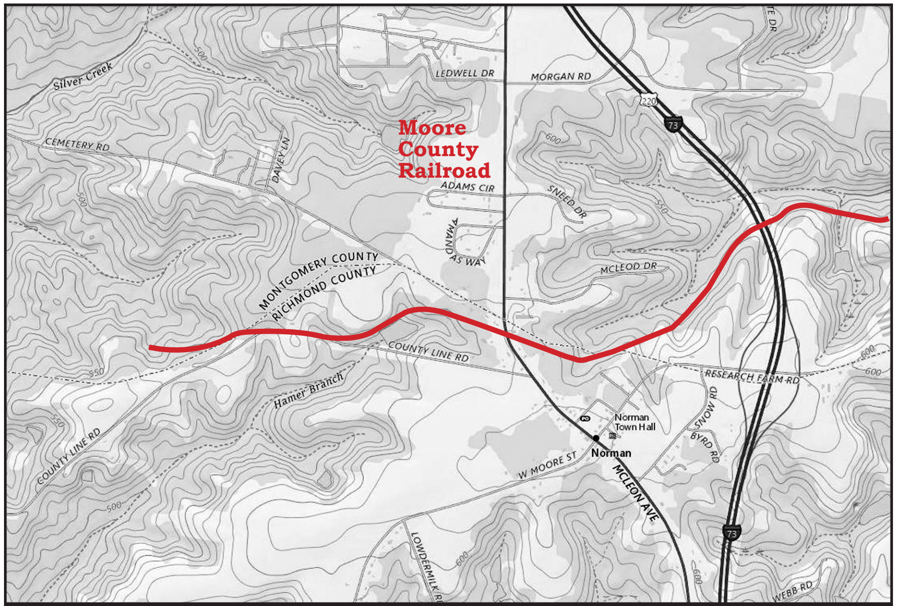
3-1901 Map Showing the Moore County & Western RR

Somewhat west of Patterson Bridge, the Moore County Railroad terminated at Craigrownie, a place which no longer exists as a named community. However, Figure 3, part of Tunison's 1901 *Map of North Carolina*, shows a projected extension of the Moore County Railroad. It was called the **Moore County & Western Railroad** and was proposed to travel farther west, through Sprauls, and on to Dry Creek. LiDAR ground imaging suggests that this extension was graded, but no record could be found to suggest that the extension was operated by either the Moore County Railroad or the Moore County & Western Railroad. However, the Currie brothers may have utilized it a few years later, after 1906.

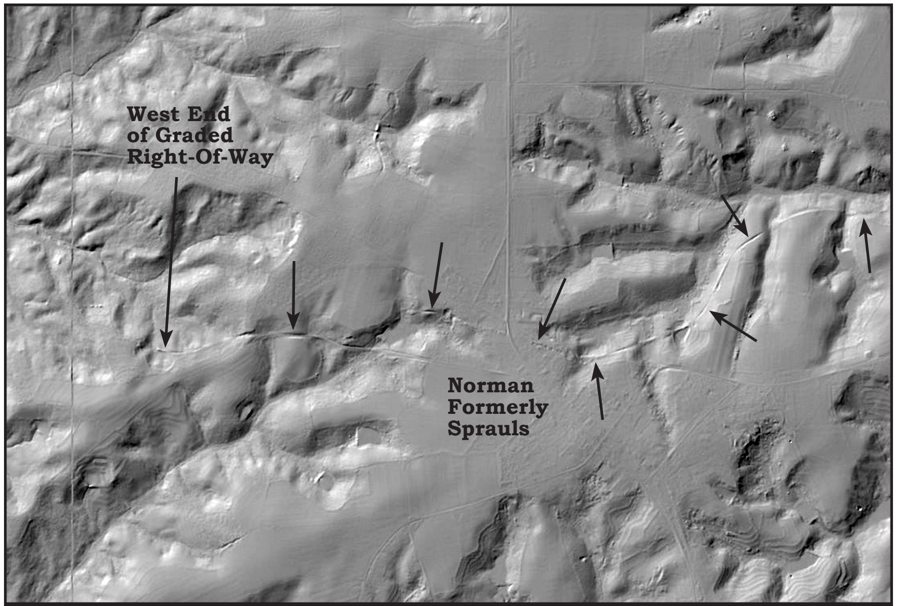
Sprauls was in Montgomery County in 1901. But in 1911, the post office there was renamed Norman. Uncertainty about the boundary between Montgomery and Richmond Counties was eventually resolved. Thereafter, Norman was securely in Richmond County. Figure 4 is a topographical map of the region around Norman. Figure 5 is a modern-day LiDAR ground image of the same place. Comparing these two images, it appears that the projected extension of the Moore County Railroad was graded for a short distance west of Norman (the former Sprauls).

John C. Currie's purchase of certain properties in 1906 suggests that shortly thereafter, he was logging in the region of McKenzie Bridge in Montgomery County and in the area northwest of Norman, in Richmond County (Montgomery County Deed Book 51, page 443). He acquired three separate tracts from the heirs of A. H. Saunders, the Montgomery County logger who had acquired one of Currie's Shay locomotives (Shop #491) in 1902. The first parcel was in Rocky Springs Township of Montgomery County. Morganton Road, McKenzie Bridge, and Drowning Creek were mentioned as bounds.

The other two properties were in Richmond County and both used "county line road" (immediately west of Norman) as a boundary. The third parcel was additionally described

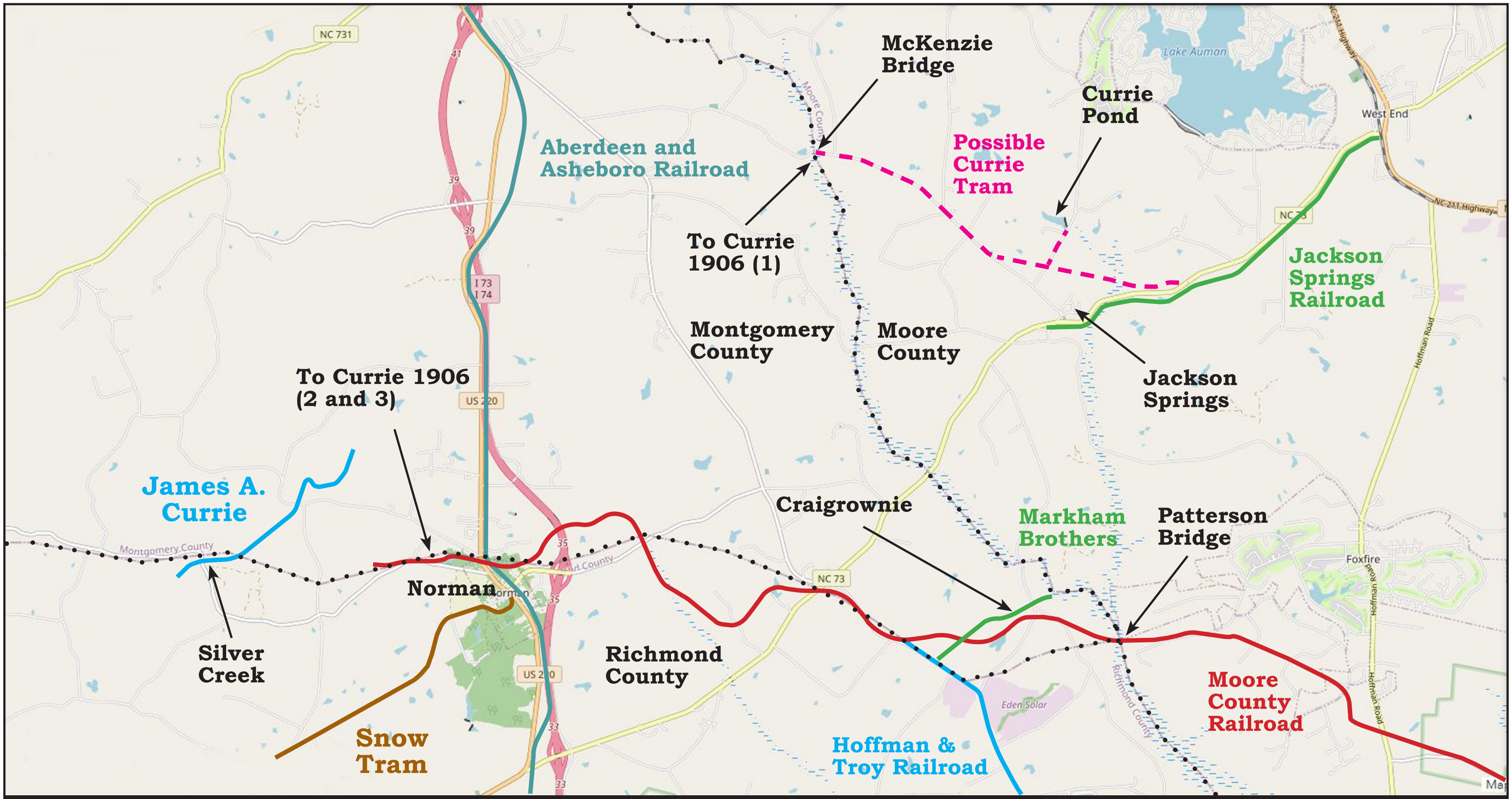

Silver Creek
LEDWELL DR
MORGAN RD
CEMETERY RD
DAVEY LN
Moore County Railroad
ADAMS CIR
SNEED DR
MONTGOMERY COUNTY
RICHMOND COUNTY
MCLEOD DR
COUNTY LINE RD
Hamer Branch
RESEARCH FARM RD
Norman Town Hall
Norman
W MOORE ST
SNOW RD
BYRD RD
COUNTY LINE RD
LOWDERMILK R
WEBB RD
220
73
73

4-Topographical Map of the Region Around Norman


West End of Graded Right-Of-Way
Norman Formerly Sprauls

5-Modern LiDAR Image of the Region Around Norman as being in Mineral Creek Township of Richmond County. Other bounds mentioned therein were “Rockingham Road,” “Rooty Branch,” and “to the R. R. thence with the R. R.” (the Aberdeen & Asheboro Railroad’s branch line between Candor and Ellerbe, which went into operation in 1899). Those bounds suggest that the last two properties were immediately northwest of Norman. Approximate locations of all three tracts are visible in Figure 6.

In that same general area, on Silver Creek in Rocky Springs Township of Montgomery County, James A. Currie had purchased land in 1899 (Montgomery County Deed Book 51, page 252). The 1899 purchase and two of the three made in 1906 by John C. Currie were near the west end of the right-of-way graded previously for the Moore County Railroad extension. The Currie brothers could easily have appropriated that pre-existing right-

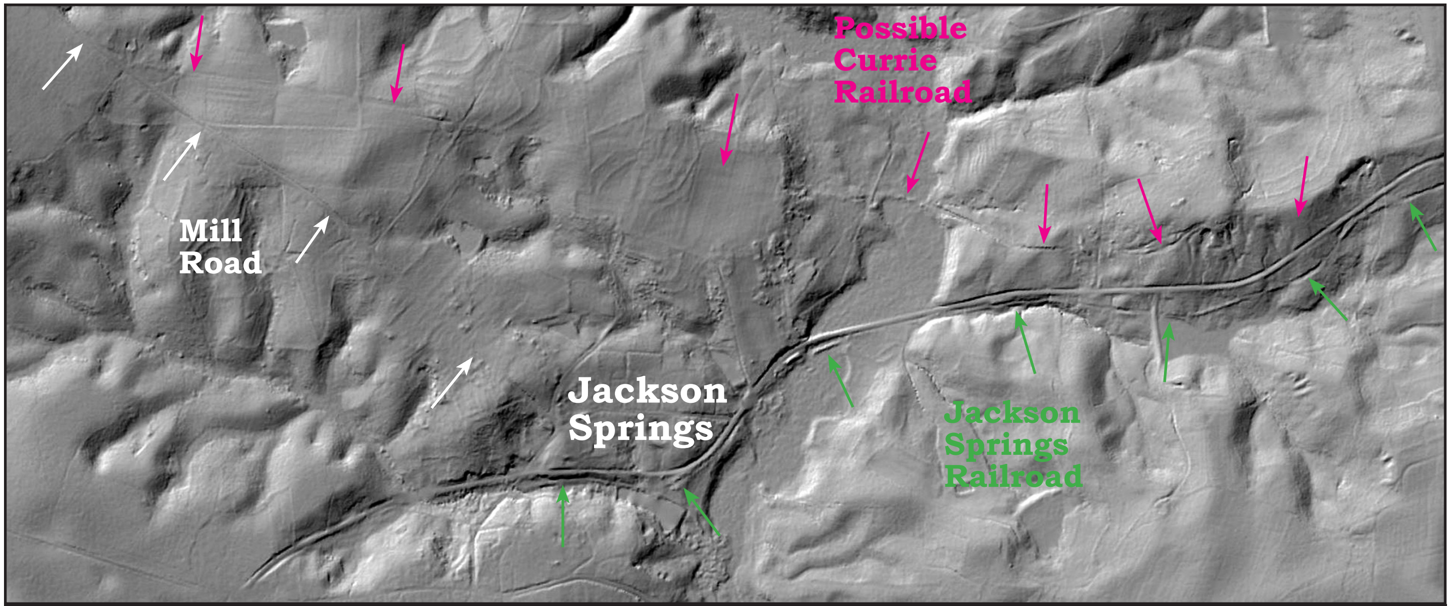

NC 731
McKenzie Bridge
Lake Auman
Currie Pond
West End
NC-211 Highway
Aberdeen and Asheboro Railroad
Possible Currie Tram
To Currie 1906 (1)
NC 73
Jackson Springs Railroad
Montgomery County
Moore County
Jackson Springs
173
174
Hoffman Road
To Currie 1906 (2 and 3)
US 220
James A. Currie
Montgomery County
Craigrownie
Markham Brothers
Patterson Bridge
Foxfire
Norman
Silver Creek
Richmond County
Moore County Railroad
Snow Tram
Eden Solar
Richmond County
Hoffman & Troy Railroad
41
39
35
33

6-Various Railroads, Properties, and Landmarks Around Norman of-way to harvest timber from those tracts (the Moore County Railroad had been abandoned about 1903, for that was the last year it was included in the *North Carolina Business Directory*). Such a right-of-way could have been used to transport logs to the Aberdeen and Asheboro Railroad at Sprauls (later called Norman) from the properties northwest of town.

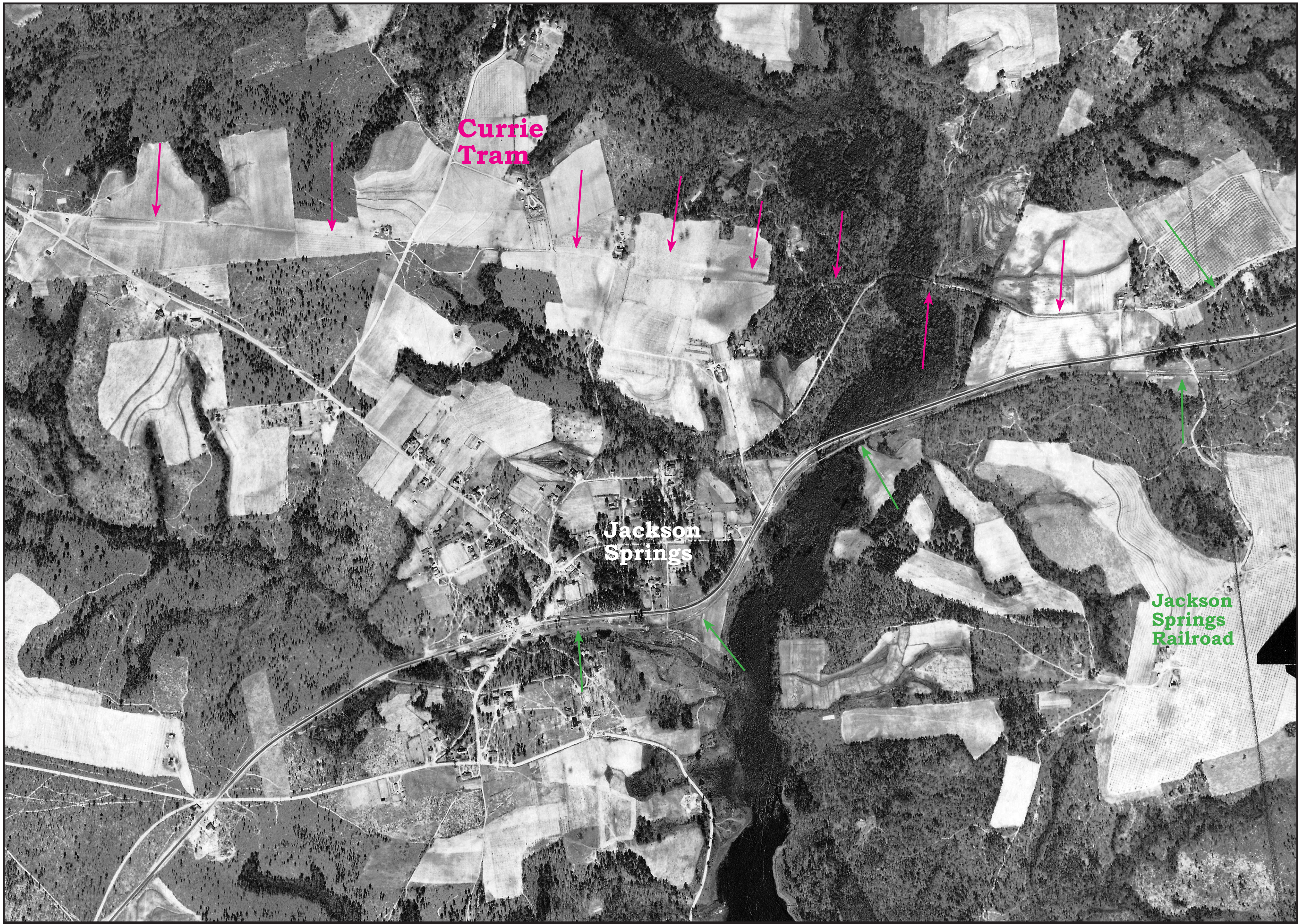
Figure 6 displays many of the features discussed in the past seven paragraphs on a modern topographical map of the border between Montgomery, Moore, and Richmond Counties. The general area of James A. Currie's 1899 purchase and the three properties bought by John C. Currie's 1906 are visible. Their relationship with the abandoned Moore County Railroad can be seen.

It is speculated that John C. Currie used a tram railway to transport timber from his 1906 purchase of timberland near McKenzie Bridge. It would have terminated on the **Jackson Springs Railroad** east of the community of Jackson Springs, in Moore County. However, no document specifically confirming that notion was discovered by the author. Figure 7 is a modern LiDAR ground image of the Jackson Springs region. A feature compatible with an old railroad grade leaves Mill Road in the west, passing north of Jackson Springs to terminate on the Jackson Springs Railroad in the east. It may represent such a Currie right-of-way. Later twentieth century maps suggest that part of this grade became the west end of the county road between West End and Jackson Springs, before Highway 73 was constructed. Figure 8 is a 1939 aerial photograph of the Jackson Springs area.

Milton L. Jones was involved with at least two railroad logging operations in Montgomery County. The first one is known primarily through information contained in *Railroading in the Carolina Sandhills*, for Jones recorded no Montgomery County property or right-of-way deeds



7-Modern LiDAR Image Around Jackson Springs


Currie Tram
Jackson Springs
Jackson Springs Railroad

8-1939 Aerial Photograph at Jackson Springs related to that enterprise. The author, S. David Carriker, writes (*Volume 1*, page 192): "Located in Montgomery County in 1895, this operation started three miles south of Troy at Fox Mill and extended down the west side of Pekin Road to Troy itself. It operated until 9/16/1897 when Jones sold it to BRUTON & MCGEHEE for $1600. Jones operated Shay [Shop] #289 on the tramway which had a landing near the ABERDEEN & WEST END RR in Troy. . . . The present location of Fox Mill is near Pleasant Grove Church on SR #1005. The entire outfit and mill along with the equipment was sold to BRUTON & MCGEHEE in 1897." The sources cited for these statements were Montgomery County deed and chattel mortgage records. However, the grantee and grantor indexes of Montgomery County deeds contain no such documents. Carriker must have found some of this data in chattel mortgage records, which currently are unavailable to this author.

The new owners of the Jones sawmill at Fox Mill and its associated tram railway were John C. Bruton and Charles Atlas McGehee. On the 1900 Federal census of the town of Troy, Bruton appears as a merchant residing on North Main Street. That year, Charles Atlas McGehee and his brother, Miles E. McGehee, also lived in Troy. They were siblings of Susan A. (nee McGehee) Jones, the wife of Milton L. Jones. Charles and Miles each reported their occupation as sawmill superintendent. The entry for Charles noted that he was a sawmill owner.

The exact location of the Troy sawmill owned by Charles A. McGehee's has not been determined. There, McGehee did buy two adjacent town lots. The first, purchased in 1898, was recorded on page 210 of Deed Book 37. The second lot was acquired on November 13, 1900 and recorded on page 496 of Deed Book 41. It was said to be next-door to McGehee's home lot. Each property cost $50. But the two properties were sold on November 14, 1900 to William A. McMillan for $500, suggesting that possibly the sawmill had been erected on the second parcel.

Adding to the uncertainty surrounding the ownership of mills at Troy is the fact that in 1898, Milton L. Jones still owned a sawmill there (he had sold his mill at Fox Mill to Bruton & McGehee in 1897). It is mentioned as existing in the town of Troy, on the west side of the Aberdeen and West End Railroad, in a document recorded on page 468 of Montgomery County Deed Book 38. It may have been moved to Vestal about 1898-99, where Jones was developing another logging operation at about that time. That business is described later in this article.

Neither of the McGehee brothers appear a grantee of timber rights or timberland in the deed indexes of Montgomery County. But Bruton already owned a property on Rocky Creek, in Mt. Gilead Township, which he had acquired in 1895 (Montgomery County Deed Book 36, page 183). That parcel was near the south end of the tram purchased from Milton L. Jones.

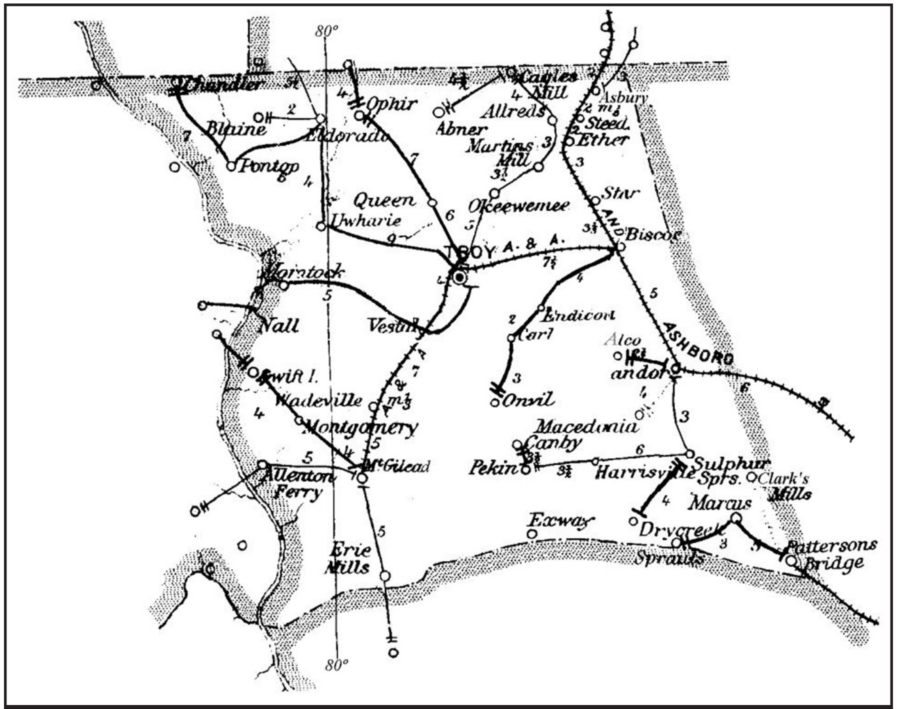
The Shay locomotive website at <https://www.shaylocomotives.com/data/searchdataframe.htmIn> confirms that, in September 1897, **Bruton & McGehee** acquired the used, 36-inch gauge Shay locomotive (Shop #289) that Milton L. Jones had previously operated on his Troy tram. For a reason not known to the author, the address recorded for the transaction was at Candor, rather than Troy. Jones must have retained some degree of ownership in the engine, for it was also included in assets transferred by Jones to W. W. Mills in 1899. At that time, it was operating on another Jones tram railway that terminated at Vestal.

On page 195 of *Railroading in the Carolina Sandhills, Volume 1*, describing Jones' Troy tramway after Bruton & McGehee acquired it, Carriker states that the "tram was extended into the Little River/Thickety Creek area until 1904." He cited Montgomery County timber deeds and chattel mortgage records as sources.

In the 1910 Federal census, Charles McGehee resided in Davidson County, where his occupation was that of railroad engineer. John C. Bruton lived in Fayetteville, North Carolina and manufactured cross arms.

Milton L. Jones was associated with another Montgomery County business called The Troy Manufacturing Company. That venture was incorporated by an act of the North Carolina General Assembly on February 28, 1899. The “Corporators” were Milton L. Jones, Arthur Jones, and J. Peece Blair. The company was authorized to construct and operate a tram railway “from any point on the Aberdeen and Asheboro Railroad and the Yadkin Railroad, in the counties of Montgomery and Stanley, . . .”

The resulting railway originated at Vestal, a community which no longer exists as a populated place in Montgomery County. Figure 9 comes from the North Carolina Postal History Society at: https://www.ncpostalhistory.com/. In 1905, the Vestal post office was renamed Carmel.


80°
Candor
Ophir
Eldorado
Blaine
Pontop
Abner
Allreds
Martins Mill
Asbury
Steed
Ether
Queen
Uwharie
Okeewemee
Star
Biscoe
Troy
A. & A.
Morristock
Wall
Vestal
Endicott
Carl
Alco
Candor
Asheboro
Swift I.
Wadeville
Mt Gilead
Montgomery
Orral
Macedonia
Canby
Pekin
Harrisville
Sulphur Sprs.
Clark's Mills
Marcus
Allenton Ferry
Exway
Drycreek
Spraus
Pattersons Bridge
Erie Mills
9-Location of Vestal, North Carolina

Less than a year after The Troy Manufacturing Company was incorporated, Milton L. Jones sold off his interest in that organization. He signed a contract with Walter W. Mills such that Mills acquired most of Jones’ interest in the logging and rail-related assets of The Troy Manufacturing Company. The transaction was recorded on December 22, 1899 on page 296 of Montgomery County Deed Book 39. That document does not explain what became of the portion of the company possessed by Arthur Jones and J. Peece Blair.

The 1899 contract provides a great deal of information about that logging operation. Therein, Jones sold a 40-acre property containing a sawmill and many other items of private property. The mill was located “in Troy Township, about three & half miles west from Troy on the Aberdeen & Asheboro Railroad.” The location described in that statement is vague. That might be so because the Aberdeen & Asheboro Railroad line from Troy to Mt. Gilead was constructed in 1899, at about that same time that the contract was signed. The modern-day location of the sawmill is at approximately the junction of Vestal Road and the currently existing railroad.

In the first decade of the twentieth century, Milton L. Jones moved to Hendersonville, in Davidson County, where in 1909 he became president of the Piedmont Railway.

Walter W. Mills and his brother, Wayland A. Mills, were both lumbermen. Prior to the acquisition of the tram railway at Vestal, they were logging in Moore County, operating a sawmill at Carthage. According to *Railroading in the Carolina Sandhills Volume 1* (page 198), in 1895 the brothers also constructed a tram railroad terminating at Eagle Springs, on the Aberdeen and West End Railroad.

Walter W. Mills of Moore County was the new owner of the tram railway at Vestal. Since the purchase price was just one dollar, Mills must already have had some stake in the business. However, that interest was not addressed in the contract with Jones. That transaction included the right to harvest approximately 2,500 acres of timber, with 1,289 of those acres obtained from John Blue. W. W. Mills was granted the right to use the tram railroad, which linked the mill to the timberland obtained from John Blue, as well as one thirteen-ton, 36-inch gauge Shay locomotive (Shop #289), and eight tram cars.

In addition, the sale included fourteen mules "together with all the log and road wagons and harness now owned by said M. L. Jones and used in his lumber business." Although the mules and log wagons probably were used in the logging process, the wagons might have been utilized to haul finished lumber over county roads to Troy before the Aberdeen and Asheboro Railroad was operational at Vestal. In February 1899, Walter W. Mills purchased a new Shay Engine (Shop #579, named *Wayland A. Mills*, Walter's brother) for use at Vestal. It probably was used on steeper grades.

On page 198 of *Railroading in the Carolina Sandhills, Volume 1*, S. David Carriker declares that this tram railway "extended 5 ½ miles through Uwharrie, Ophir, and Troy Townships along the present SR #1139 and #1134." The source of this statement is said to be Montgomery County deed and chattel mortgage records. However, no such right-of-way data could be found in a review of deed records, and chattel mortgage records were unavailable to the current author.

On the other hand, LiDAR imaging of a different, nearby region reveals features compatible with an old railroad grade. It can be traced from a point on Highway 1134, immediately west of the crossing of Rocky Creek, toward the northwest. Near Yates Place Campground, the grade joins Dusty Level Road and follows that county road farther west.

On February 8, 1901, an act of the North Carolina General Assembly amended the name of The Troy Manufacturing Company. It became The Montgomery Railroad Company. The names of the Corporators were changed to Walter W. Mills, W. O. Mills, and W. A. Mills. In 1903, Walter W. Mills took delivery of a new Shay locomotive (Shop #810) for The Montgomery Railroad. Operated as #4, it was named *John Walker*.

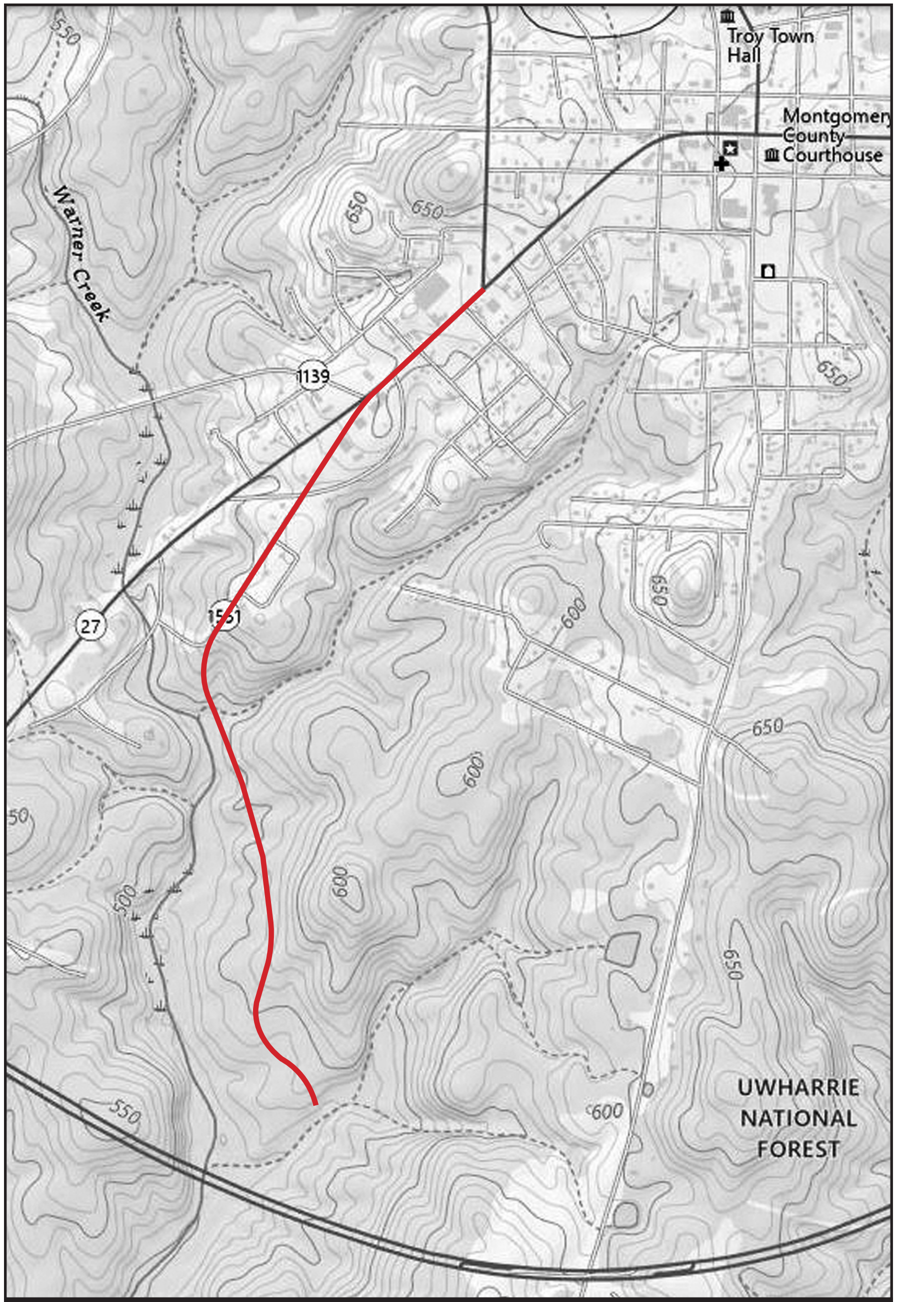
Shay records indicate that Engine #4 was purchased through a dealer, the Biscoe Foundry & Machine Company and was delivered to Wadeville. This suggests the possibility that by then, the Mills brothers might have had another logging operation at that community. However, no deed, with Mills as grantee, could be located for property in that region. That being said, one deed for two acres, bought by Walter W. Mills, was recorded in 1902. It is found on page 232 of Deed Book 41. But that property could not be precisely located.

Railroading in the Carolina Sandhills describes one additional Montgomery County tram railway operated by Walter W. Mills. On page 64 of *Volume 2*, Carriker writes: "Found in Montgomery County in Biscoe on 08/16/1903, this operation was located between Bruton St. and Factory St. and between SR #1501 and Hicks St. The tramway extended east out of Biscoe and probably crossed into Moore County along NC #24/27." Unfortunately, Carriker provides no source citation for this statement.

Since Walter W. Mills owned half of the Biscoe Lumber Company and was the company's president, it seems likely that this tram transported that company's logs. No deeds with either the Biscoe Lumber Company or Mills, as grantee, could be found for property east of Biscoe in either Montgomery or Moore Counties. A definite old grade could not be discerned with LiDAR imagery.

On June 10, 1904 Walter W. Mills acquired timber rights on a large number of properties in Uwharrie Township, southwest of his existing tram railway at Vestal. Recorded on page 366 of Deed Book 44, one parcel was described as "on the waters of Wood Run Creek." Mills was permitted to operate a sawmill on the property and had until June 1, 1907 to complete the removal of timber. This was probably the last logging done with the tram railway at Vestal.

The sawmill described in the preceding paragraph was likely moved there from Vestal. In August 1904, the 40-acre parcel at Vestal, where the mill had been, was sold by Walter W. and W. A. Mills to J. W. Lemmons (Deed Book 44, pages 411 and 425). It is unknown just when the tram railway at Vestal was pulled up. The 1904-5 edition of *Polk's Lumber Directory* has no entry for any of the Mills brothers in Montgomery County. However, in Wake County, The W. W. Mills Company appears in the listing for Raleigh. There, in 1904, Walter W. Mills was president of the Raleigh & Cape Fear Railroad and the Carolina Trust Company of Raleigh.



10-Penn Lumber Company Right-Of-Way

The **Penn Lumber Company**, with its headquarters and mill at Aberdeen, in Moore County, acquired a used 36-inch gauge Shay locomotive (Shop #541) in 1900 for a logging operation based at Troy.

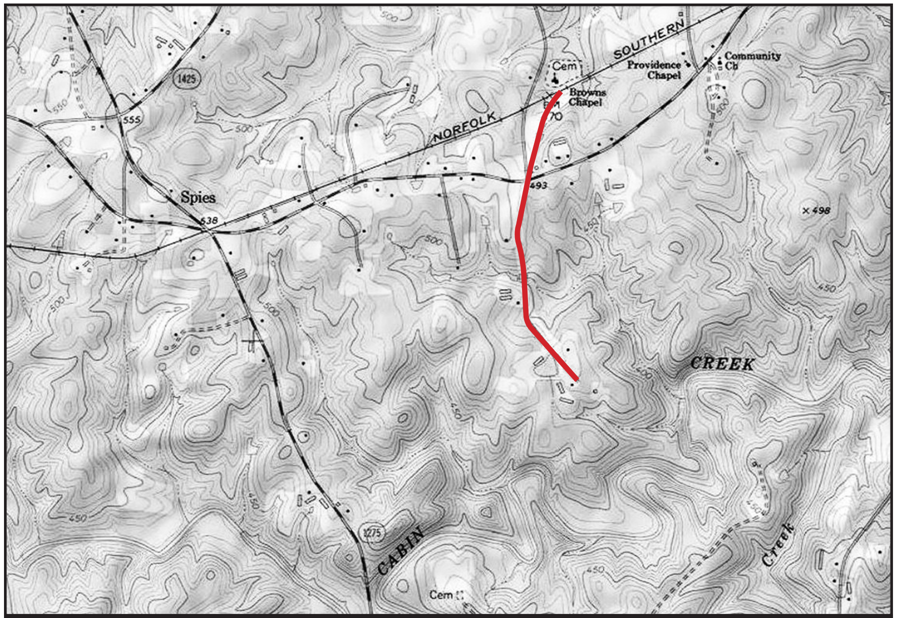
Through a deed signed in February 1900 (Moore County Deed Book 39, page 406) the Penn Lumber Company bought a 157.5-acre tract of Montgomery County timberland. Bounds mentioned in that document include “Short Fork Creek,” “Sand Bar Branch,” “Troy and Mt. Gilead Road,” and “F. M. Warner’s Corner.” Neither Short Fork Creek nor Sand Bar Branch could be located on modern maps of the area southwest Troy, where the “Troy and Mt. Gilead Road” was located. It seems plausible that this property was in the modern-day area of Warner Creek or one of its branches. The right-of-way proposed on the map on the page preceding page 1 meets these criteria. Figure 10 is a topographical map of that area; the author added a possible route for the Penn Lumber Company grade.

A. H. Saunders was associated with the logging industry in Montgomery County around the turn of the twentieth century. There is plausible evidence to suggest that his name was Aaron H. Saunders and that his wife was Rebecca, who often appeared in various documents as Betty. This man’s last name is also found as Sanders in some documents from the early twentieth century. The Shay locomotive website names him as Albert H. Saunders in descriptions of the locomotives produced as Shop #344 and #541, and A. H. Sanders for Shop #491. The website *Carolana* declares that in 1897, Albert H. Saunders was the mortgagee for a tram railroad operated by Z. T. Wright, a transaction which will be described later in this article. The *Carolana* web manager may have taken the “Albert H.” version of the name from the Shay website.

Somewhat later, in 1901, A. H. Saunders bought a 50-acre tract of timberland on Naked Creek. Located in the southern part of Montgomery County, Naked Creek flows from north to south before crossing into Richmond County (Montgomery County Deed Book 41, page 530). Saunders took delivery of a 36-inch gauge Shay locomotive (Shop #491) at Candor in 1902. Just where it was to be used could not be determined from the records available at the Shay locomotive website. However, it might have operated near, or even over the right-of-way constructed originally by the Moore County Railroad. That line was located immediately north of the border between Montgomery and Richmond Counties and last appeared in the 1903 edition of *North Carolina Business Directory*. In 1902, that track might have technically been named the Moore County & Western Railroad. At about the same time, the Fayetteville & Albemarle Railroad aspired to reuse that same right-of-way as an electric railway.

Also in 1902, Saunders purchased a 240-acre timber tract in Moore County (Moore County Deed Book 28, page 326). That parcel was located on the west side of Cabin Creek, between Hemp (now called Robbins) and the Montgomery County line. If Shay #491 (purchased in 1902) was used there, Saunders’ operation probably connected with the nearby Durham & Charlotte Railroad, which was also constructed in 1902. In the 1911 map *Rural Delivery Routes Moore County, N. C.*, a village named Sanders is located on Cabin Creek, south of the south end of Browns Chapel Road. This may have been the area where Saunders purchased this 240-acre tract. Figure 11 shows a possible route for this Saunders operation.

Finally, in 1903, Saunders purchased two nearby properties along the northern border of Richmond



11-Possible A.H. Saunders Railroad in Moore County

County. The County Line Road formed one bound of each parcel. *Railroading in the Carolina Sandhills: Volume 2* reports (page 64) that this timberland was located north of Highway #73 and west of SR #1003. One parcel was a 233-acre tract memorialized in Richmond County Deed Book YYY, page 88. The other comprised 740 acres and was recorded in Richmond County Deed Book SSS, page 550. That deed reveals another significant bound: “ to RR thence with RR . . .” Although the name of “the RR” is not given, it is surmised that it was the Aberdeen and Asheboro Railroad’s branch line between Candor and Ellerbe, which was completed in 1899.

Saunders died in 1905 and his widow, Rebecca (Betty) Saunders, administered his estate in 1906. It included these two Richmond County properties purchased in 1903. Both were purchased by John C. Currie, whose logging activity has been described previously.

The **Snow Lumber Company** was headquartered at High Point, in Guilford County. Over many years, it harvested timber at numerous locations across Montgomery County. Tram railroads were used at several of them. The main line of the longest one, which used steel rails, travelled east from Mount Gilead along Highway 731. Use of that line, and two others, appears to have been shared with the Taft Lumber Company, although a record of such an agreement has not been discovered. Those other shared rights-of-way ran along Highway 73, and to the northwest of Mount Gilead. Also in Richmond County, commencing about 1910, the Snow Lumber Company developed a separate, extensive tram railway leading from Norman to the southwest.

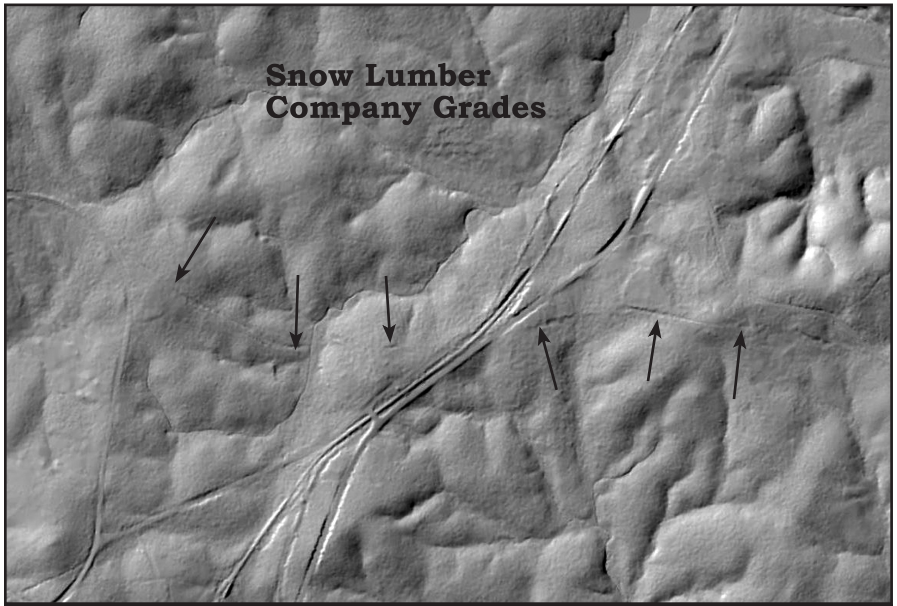
Late in 1897, the Snow Lumber Company purchased a 1.875-acre parcel in the town of Steeds, North Carolina from Joseph W. Steeds (Montgomery County Deed Book 38, page 14). The website *1880-1890 Snow Lumber Company*, at: <https://nebula.wsimg.com/41ad57155117a5d4076ac34e793ba9f1?AccessKeyId=E5AFEC42C92597F17C07&disposition=0&alloworigin=1> reports: “Soon, a sawmill and dressing facility were built at Steeds, North Carolina to supply by rail all of the lumber the expanding business needed.”

In 1906, the Snow Lumber Company took delivery of a Shay locomotive (Shop #409) at Steeds, but the place where the engine was used has not been discovered. The company did acquire timber rights in Little River Township in 1901 and 1902 (Deed Book 40, pages 455 and 510 and Book 42, page 94) but those timber deeds do not mention the use of tram roads or railroads. Deed records provide no definitive indication that the Snow Lumber Company used a railroad at Steeds. Two possible old grades can be identified near Steeds in aerial photographs from the early 1950s. The author could not determine if either had been constructed by the Snow Lumber Company, or by the Wade Tram & Lumber Company, which had an earlier operation at Steeds in 1897.

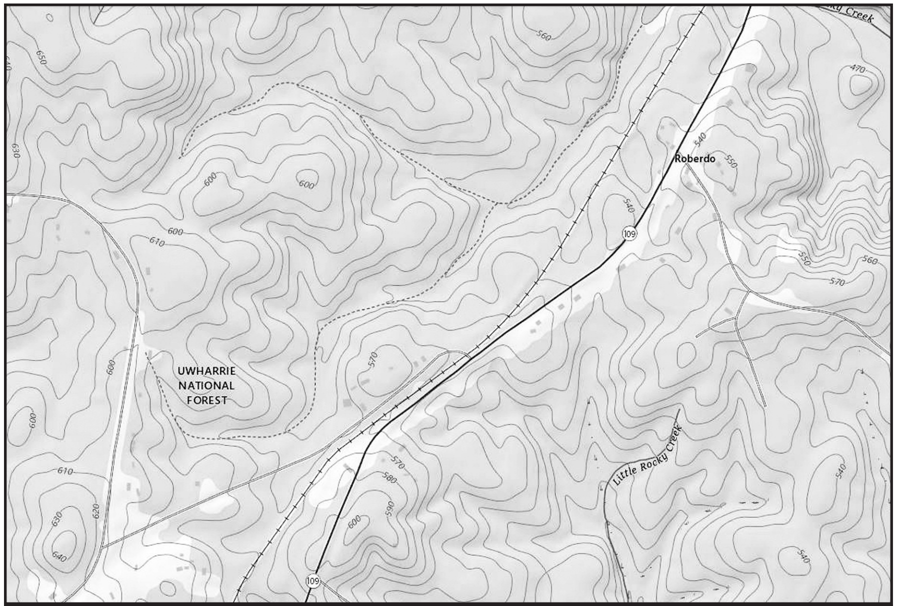
Shortly after the sawmill at Steeds was erected, the Snow Lumber Company built a railroad on two other Montgomery County parcels. The properties were obtained from W. D. Clark and Brothers in 1898 and 1899. It was required that logging there be completed within five years (Deed Book 38, pages 337 and 341). Both properties were located in Mount Gilead Township, near Clarks Grove Church, immediately south of Roberdo. Rocky Creek, on the east side of Troy Road (in the vicinity of Morganton Road) was mentioned in one deed involving 745 acres. The other tract (1,148 acres) was west of Troy Road, and Morganton Road was also mentioned as a bound.

Permission was given to use a tram road or railroad while logging both tracts. The right to harvest timber on a third parcel in the same vicinity was obtained from D. B. Batten in 1899 (Deed Book 38, page 537). Timber on these properties was to be removed within five years. Features compatible with railroad grades can be seen in the LiDAR image of this area visible in Figure 12. A topographical map of the same area is presented in Figure 13. These images and deeds are consistent with timber being transported from this area over the Aberdeen & Asheboro Railroad. Logs may have been routed to Steeds for milling.

While logging near Roberdo was progressing, the Snow Lumber Company acquired new sources of timber to harvest after the Roberdo operation was completed. In December 1901, and December 1902, the company purchased timber rights in the region of Disons Creek (Deed Book 40, pages 552 and 555). The 1902 purchase was bounded in part by Little River, the Cedar Branch of



12-Modern LiDAR Image South of Roberdo



13-Topographical Image of the Area Seen in Figure 12

Disons Creek, and Troy Road. These deeds stipulated that timber had to be removed within two years. To complete logging on those tracts within the required time, the company eventually built another logging railroad to the east of Mount Gilead. It followed the course of modern-day Highway 731 and may have been functional as early as 1903.

During April 1905, a Mount Gilead Township timber tract was obtained from J. T. Stanback (Deed Book 45, page 546. It was described as "All on Thompson place lying north of (Richmond) County line and East of Hamer Creek and all on Mountain tract-West of Wallis Gaddy's house line . . ." Two years were allowed for removing that timber. This tract must have been accessed via a tram railroad along Highway 73. That tram was shared with another business, the Taft Lumber Company. The Snow Lumber Company obtained an additional tract near this tram from William M. Taft in February 1906 (Deed 45, page 524).

The Snow Lumber Company built another system of trams in the area north and northwest of Mount Gilead. B. F. Bruton sold timber rights to the company in August 1905 (Deed Book 45, page 548). The parcel was located on Clarks Creek, adjoining the property of Frank DeBerry. Another timber deed was signed in February 1906. This land bordered the east bank of the Pee Dee River, in Pee Dee Township and was obtained from George M. Bruton (Deed Book 45, page 549). That deed permitted construction of tramways and railroads. Another bound was mentioned in a March 1906 timber deed (Deed Book 47, page 132) from W. T. Hearne. That document narrates : "Beginning near the tram . . ." This tram was in the vicinity of modern-day Hearne Farm Road. Its main line was shared with the Taft lumber Company, which had a mill of its own at Mount Gilead.

Precisely when the Snow Lumber Company began milling timber at Mount Gilead has not been determined. But significantly, in October 1904, a two-acre property was acquired there from Charles B. Ingram. It was located on the west side of the Aberdeen & Asheboro Railroad (Deed Book 43, page 244). An adjacent property was purchased in July 1905 (Book 43, page 420).

In 1906, J. C. McKenzie took delivery of a used 36-inch gauge Shay locomotive (Shop #810) at Mount Gilead. In his own name, McKenzie never purchased any timberland or timber rights in Montgomery County. His engine almost certainly operated on the Snow railroad. *Railroading in the Carolina Sandhills: Volume 2,* page 66, reports that Norfolk Southern Railroad right-of-way maps show a railroad track along Troy Road which is labelled with McKenzie's name. That track approaches the Snow Lumber Company mill in Mount Gilead. In 1910, the same locomotive (Shop #810) was operated by McKenzie in Richmond County. There, it was utilized on another Snow Lumber Company railroad that originated at Norman.

The American Lumberman's *Register of Sawmill and Planing Mill Auxiliary Equipment For 1907* reports that at Mount Gilead, the Snow Lumber Company of High Point, in Guilford County, had a 36-inch gauge logging railroad laid with 35-pound rails, upon which operated one locomotive. Six miles were used, and ten additional miles were under construction, with six more miles contemplated. The entry also mentioned: "Planing mill only, at Mt. Gilead."

In February 1910, the Snow Lumber Company signed an agreement with Dr. T. C. McSwain (Deed Book 51, page 276, and pages 291-299) of Bingham, South Carolina. The company acquired timber rights on 35 tracts comprising approximately 8,000 acres of land situated in Montgomery and Richmond Counties. Some of the bounds mentioned in those documents are Cheeks Creek and its Townsend Branch, Thickety Creek, Dry Creek, and Big Mountain Creek near Tabernacle Church Road. The Snow Lumber Company grades presented on the page preceding page 1 were located through review of deeds meeting three criteria: the Snow Lumber Company was the grantee; tram roads were authorized; and references to currently identifiable physical features such as creeks and rivers were included.

By the beginning of 1914, the Snow Lumber Company had finished its Mount Gilead operation. In a deed signed on January 1 (Deed Book 58, pages 390-412) the National Lumber Company of Concord, in Cabarrus County, North Carolina, acquired a lengthy list of timber rights in Montgomery and Richmond Counties. Most of the Montgomery County properties were in Mount Gilead Township. Included in the sale were four parcels in the town of Mount Gilead which comprised the mill site (three of these parcels were located on both sides of the Aberdeen & Asheboro Railroad). The sale price was $10 and "other valuable considerations."

This deed provides insight into the business practice of the Snow Lumber Company operation at Mount Gilead. Near the end of the document (page 410) is stated: "Also all lumber which has been sawed for the grantor and paid for by the grantor to be hauled to Mt. Gilead, this lumber being at the following locations: at the Safert Mill on the M. E. McKenzie land; the Galloway Mill on the W. S. Ingram land; the Dunn Mill on the W. S. Ingram land; the Morton Mill on the C. J. Ingram land; the Morton Mill on the W. R. Christian land; and the Lilly Mill on the Lilly land, the preceding mills all being located in Montgomery County.

"At the Cagle Mill on the Mrs. J. T. Legrand land; the Haywood Mill on the Mrs. J. T. Jones land; the two Henley Mills on the W. B. Brookshire land; the two S. Dennis Mills on the Brookshire land; and the D. Dennis Mill on the Brookshire land. The seven preceding mills being located in Richmond County. Also, any and all other lumber sawed for and paid for by the Snow Lumber Company to be hauled to Mt. Gilead."

The National Lumber Company had already acquired timber rights on two Richmond County properties from J. P. Little in 1911 and 1913. Both were in the region near Little's Mill, in Steeles Township. The National Lumber Company continued to operate in Montgomery County after 1914, buying timber rights on Cheeks Creek, in Cheeks Creek Township, from L. R. Lisk in 1916 (Deed Book 62, page 214). There were no deeds to or from the National Lumber Company after 1916, suggesting that it merely cleaned up small pockets of residual timber after the Snow Lumber Company departed from Mount Gilead. As such, it may have been the last organization to use the tram railroads built by the Snow Lumber Company.

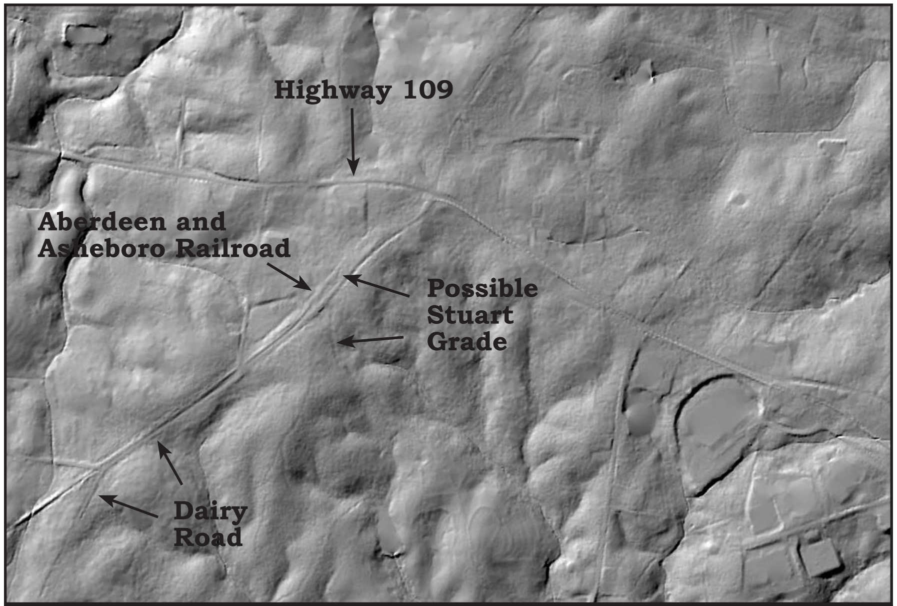
The 1915 edition of *The North Carolina Year Book and Business Directory* has entries at Mount Gilead for the Snow Lumber Company and the Taft Lumber Company, with both appearing as lumber manufacturers. In the 1916 edition, only the Taft Lumber Company was listed at Mount Gilead. Nonetheless, the Snow Lumber Company continued to obtain timber from Montgomery County. Primarily in 1922, it purchased extensive timber rights in Cheeks Creek, Rocky Springs, and Biscoe Townships. Generally, those deeds did not include the right to construct tram roads.

Interestingly, American Lumberman's *Register of Sawmill Equipment For 1915* no longer includes information about any company's sawmill or logging railroad at Mount Gilead. In that year's edition, the only listing for the Snow Lumber Company was at Norman. There, the company had a machine shop and electric light plant. Although the Snow Lumber Company previously had operated a Richmond County logging railroad which terminated there, no logging railroad appeared in the 1915 listing.

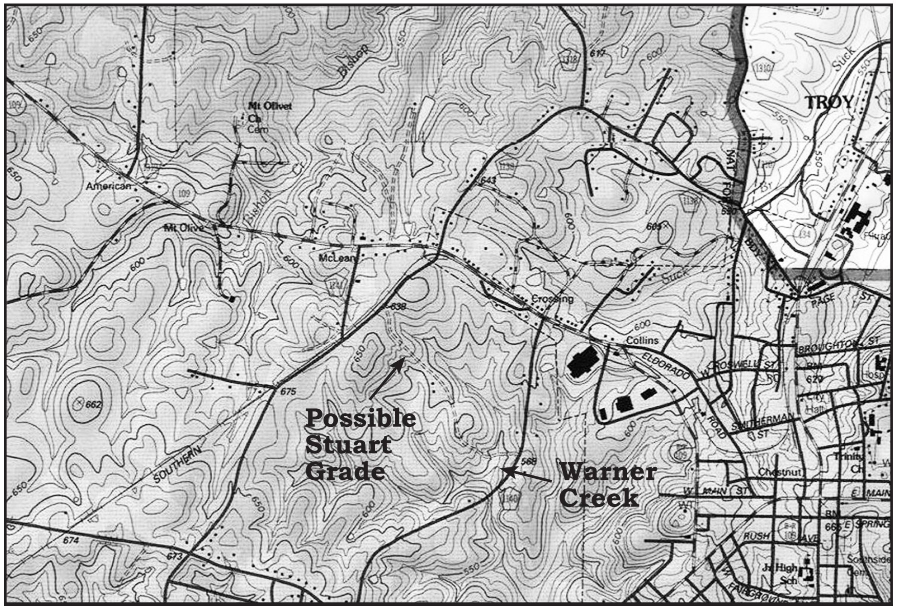
Ira A. Stuart lived in the town of Troy when the 1900 Federal census was taken. His occupation was that of sawmill superintendent. In 1902, he acquired a Shay locomotive (Shop #507) which, later that year, became the property of another operator in Columbus County, North Carolina. Precisely where Stuart used this locomotive, for such a brief time, has not been confirmed. Perhaps it was used on timberland about one mile west of Troy. An unknown grade is visible in Figure 14, which is a modern LiDAR ground image of the region around Dairy Road. A clear connection to the Aberdeen & Asheboro Railroad is visible. Figure 15 is a topographical image of the corresponding region.

As early as 1905, another enterprise, the **Taft Lumber Company**, operated its own tram railway (**Mount Gilead & Mangum Tram Railroad**) south of Mt. Gilead (Deed Book 47, page 82). It seems that eventually, the Taft Lumber Company developed a close working relationship with the Snow Lumber Company. As a result, both company's log trains were allowed to operate over the same tram lines located north, east, and southeast of Mount Gilead.

William M. and Floyd B. Taft were sons of Charles W. Taft. In the 1880s, Charles practiced law in Sutton, Vermont. After migrating to North Carolina, all three Tafts became


Highway 109
Aberdeen and Asheboro Railroad
Possible Stuart Grade
Dairy Road

14-Modern LiDAR Image of the Area West of Troy


TROY
Mt Olivet Ch
American
Mt Olive
McLean
Crossing
Collins
ELDORADO
SOUTHERN
Possible Stuart Grade
Warner Creek
Chestnut
MAIN
RUSH
Jr High Sch

15-Topographical Map of the Area West of Troy lumbermen who resided at Mount Gilead when the 1900 Federal census was taken. Eventually, the Tafts had their own Mount Gilead lumber mill. In addition to the Mount Gilead & Mangum Tram Railroad, the tram lines shared with the Snow Lumber Company were located north of Mount Gilead and along Highways 73 and 731.

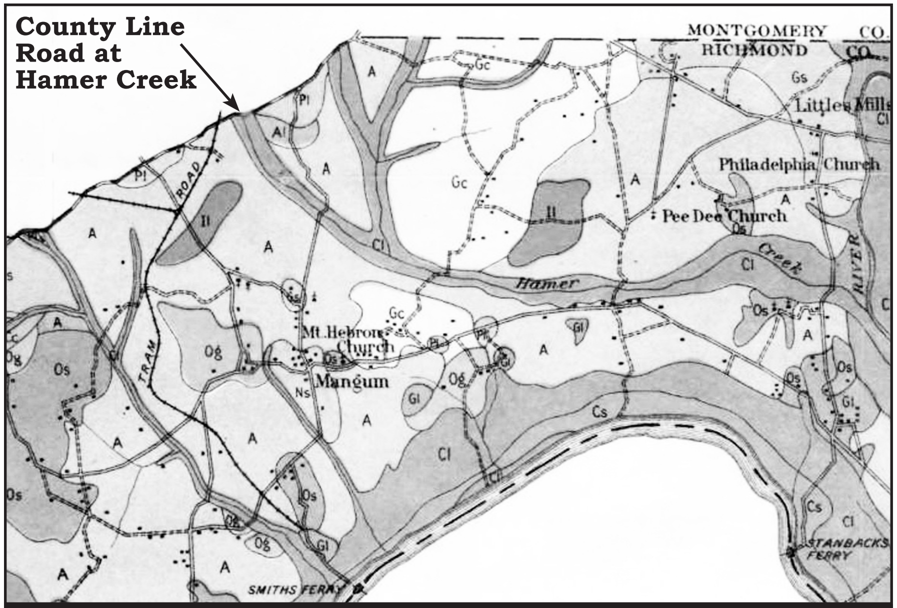
Railroading in the Carolina Sandhills: Volume 2, page 105, identifies the Taft tram railroad which headed south from Mount Gilead as the "Mount Gilead-Mangum Tramway." In May 1905, E. H. Taft (the wife of Charles) purchased 40 acres of land (Montgomery County Deed Book 42, page 472) "Beginning at the ford on Hamer Creek where the county line road (between Montgomery and Richmond Counties) crosses and runs thence with the county line road . . ."

Additional timber rights between the county line and Mount Gilead were acquired in December 1905 when Floyd B. Taft purchased timber rights (Deed Book 47, page 82) somewhat north of those purchased the previous May. Adjacent landowners were Addison Ingold, E. T. Haywood, Henry Bolton, and property owned by a person identified as "Gadd." The document mentions "Corner being near the tram road belonging to F. B. Taft at a branch [stream] between Ingold and E. T. Haywood lands, . . ."

Part of this tram railroad appears on the 1910 map *Rural Delivery Routes Richmond County, N. C.*, some of which is reproduced in Figure 16. Interestingly, the same area is visible in the corresponding map from Montgomery County (also published in 1910) but the tram is not included on that map.

By means of a 1907 contract recorded on page 8 of Deed Book 48, William M. Taft sold certain logging equipment to H. C. Morris. That personal property was already being used by Morris on land belonging to Charlie Mask. In the 1910 Federal census, Mask resided on Deberry Mill Road (the historical DeBerry Mill had been located on Clark's Creek). These data suggest that the Snow Lumber Company tram railroad, north of Mount Gilead, was also being used to transport Taft timber. Another right-of-way used by the Tafts (and shared with the Snow Lumber Company) stretched into Richmond County, through Exway and then farther east along the county line. It approached the eastern edge of Steeles Township.

Two 36-inch gauge Shay locomotives were used by the Taft Lumber Company. About 1910, an engine carrying Shop #409 arrived at Mount Gilead. It was acquired from the Snow Lumber Company. By 1920, it was being operated by Floyd B. Taft at Wadesboro, in Anson County. The second Shay, carrying Shop #593, was named *W. M. Taft*. It was delivered to Floyd B. Taft at Wadesboro about



16-Mt. Gilead-Mangum Tram in Richmond County

1906 and was transferred to Mount Gilead about 1915. Sometime after 1915, the Taft tram railroad at Mount Gilead ceased operating.

* * *

Oliver Monroe Wade was a son of Columbus C. Wade of Troy, North Carolina. The elder Wade was at times a probate court judge and county commissioner. Operating as C. C. Wade & Son, the two men did some lumbering in Moore County, with their headquarters at Aberdeen. There. a 100-acre tract bordered by Joes Creek and the north side of Old Yadkin Road was purchased in 1896 (Moore County Deed Book 16, page 169). That is likely where they operated a 36-inch gauge Shay locomotive (Shop #441) during the time it took to harvest that property.

By 1897, the same Shay locomotive was in use by the Wade Tram & Lumber Company in Montgomery County at Steeds. Oliver M. Wade bought a five-acre parcel there in 1897. The exact location of the Wade tram road has not been ascertained. It may be represented by one of the paths visible in the map on the page preceding page 1. However, it might also have followed what is now Steed Road, leading southeast from the community of Steeds.

Evidently, the Wade lumbering operation at Steeds was completed by 1900, for Oliver M. Wade "doing business as C. C. Wade & Son" sold all assets there to Frederick W. Wilkins of Philadelphia, Pennsylvania. This included the five-acres purchased in 1897, the planing mill located on that property, a dry kiln, other mill buildings, eleven tenement houses, and other equipment.

After 1900, Oliver M. Wade remained active in the Montgomery County timber industry. Various tracts were purchased in 1901 and 1902 (Deed Book 42, pages 108 and 161). These were in the southern part of the county along the Little River, and in the fork between the Yadkin and Uwharrie Rivers. Another 1901 deed (Book 40, page 227) mentions that Wade was allowed to construct tram roads on several tracts of timberland. These properties were also in the south part of the county, in the vicinity of Thickety Creek and Big Creek. It could not be determined whether tram railroads were constructed on those parcels.

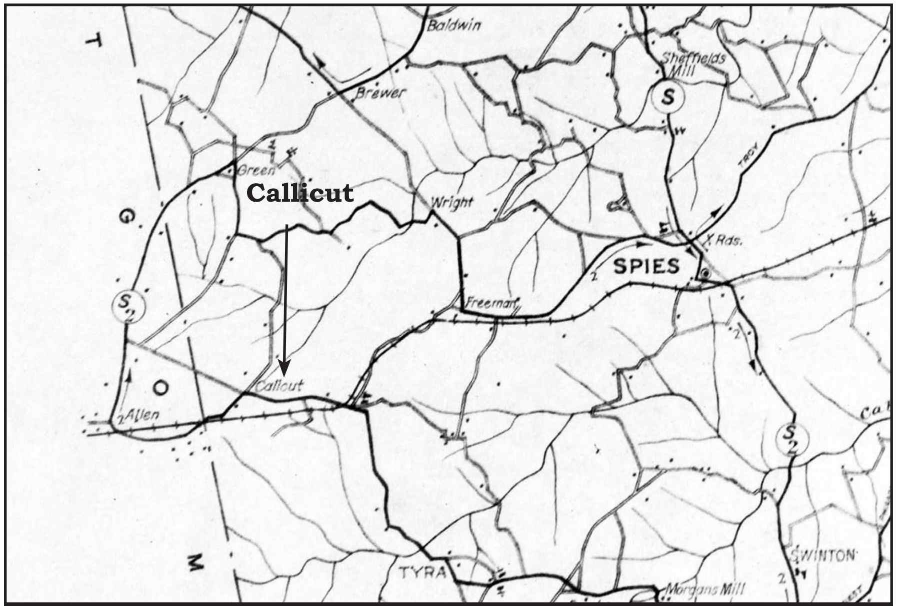
Oliver M. Wade eventually moved to Quitman, in Brooks County Georgia. There, he managed a shingle mill when the 1910 Federal Census was taken.

* * *

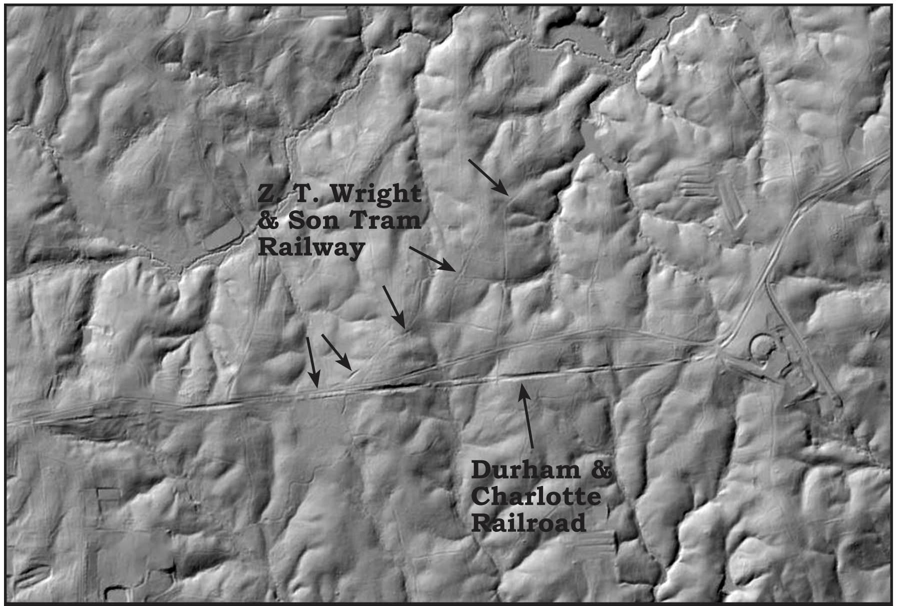
William H. Watkins resided in Randolph County when the 1920 Federal census was taken. There, he was a salesman in the lumber business. Sometime after 1928 he acquired a used, standard gauge Shay locomotive (Shop #643) while conducting business at Troy. The 1930 census identified him as a farmer, living in the town of Troy. The nature of his business, and where the engine was used, has not been determined.

* * *

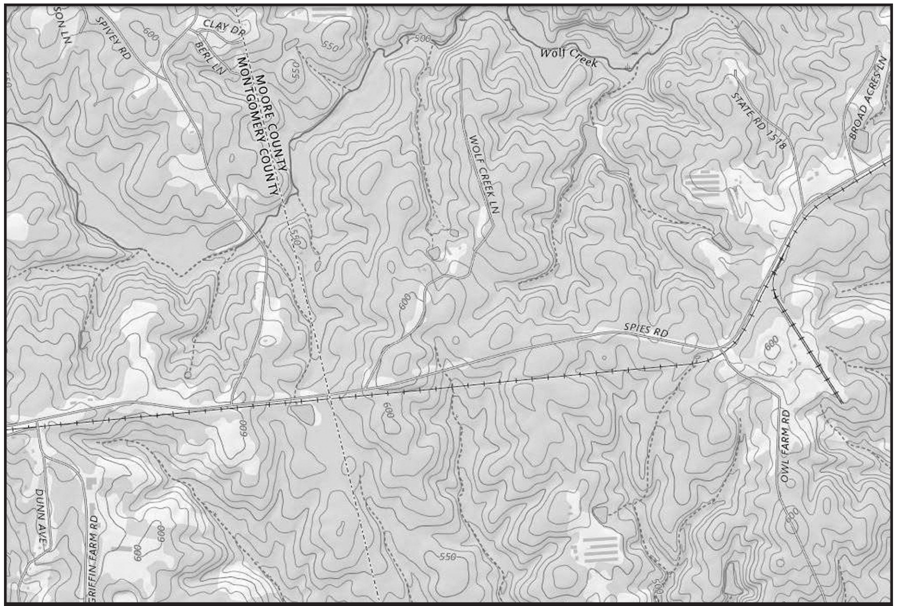
Z. T. Wright & Son started a lumber business at Star about 1896, shortly after the Aberdeen & West End Railroad reached there in 1895. To supply the company's mill, a tram railway was built eastward from Star. For use on the tram, Zacheus T. Wright purchased a used, standard gauge Shay locomotive (Shop #344) in December 1896. The length of this line was about 3.5 miles, reaching about one mile into Moore County and terminating at "Callicut's Place" (named for Archibald Callicutt, who resided in Sheffield Township). Figure 17 is part of the 1910-era map *Rural Delivery Routes, Moore*


Baldwin
Brewer
Sheffields Mill
Callicut
Green
Wright
X Rds.
SPIES
Freeman
Calicut
Allen
TYRA
SWINTON
Morgans Mill
T
G
O
M

17-Circa 1910 Location of “Calicut” in Moore County


Z. T. Wright & Son Tram Railway
Durham & Charlotte Railroad

18-Modern LiDAR Image East of Star, North Carolina


SPIVEY RD
CLAY DR
BERL LN
MOORE COUNTY
MONTGOMERY COUNTY
Wolf Creek
WOLF CREEK LN
STATE RD 1578
BROAD ACRES LN
SPIES RD
OWL FARM RD
DUNN AVE
GRIFFIN FARM RD

19-Topographical Map East of Star, North Carolina

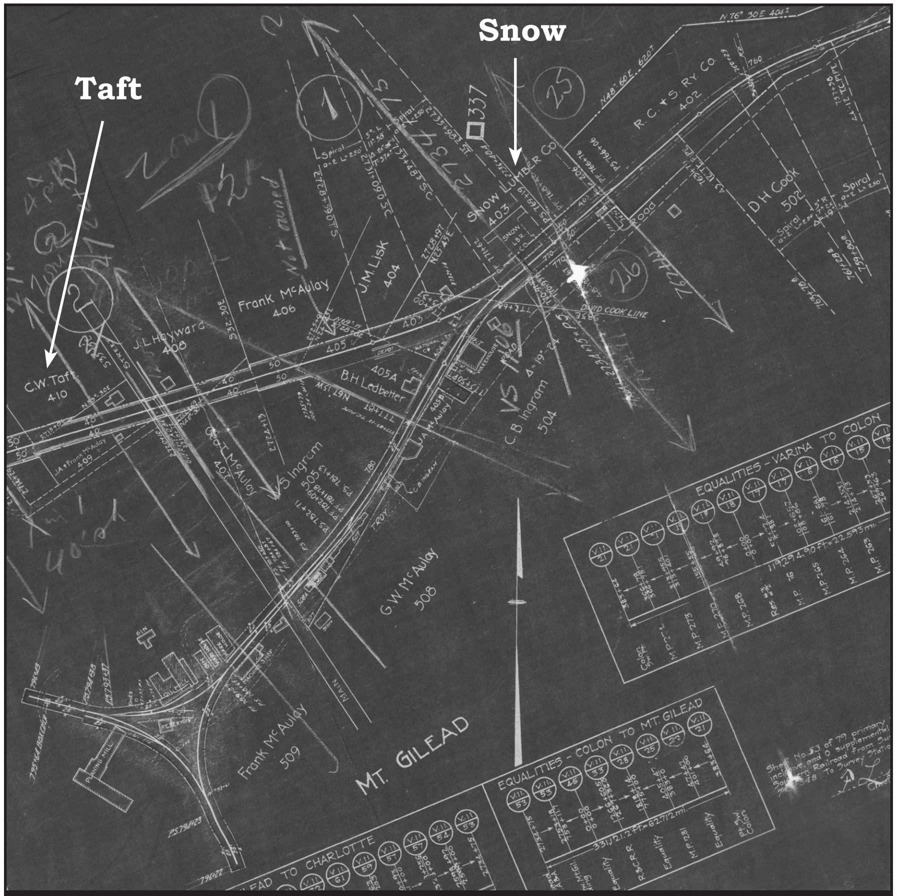
County, N.C. “Calicut” is identified near the Montgomery County line. A LiDAR ground image of this same area is presented in Figure 18. The route of the tram railway is visible. Figure 19 is a modern topographical map displaying that region.

The website *Carolina* describes a conflict between Wright’s business and the Durham & Charlotte Railroad. That series of events occurred while the Durham & Charlotte was attempting to construct its new rail line into Star, approaching from the east. “As the Durham & Charlotte Railroad construction crews approached Star, they came upon the tramway, which they claimed was in their right-of-way.

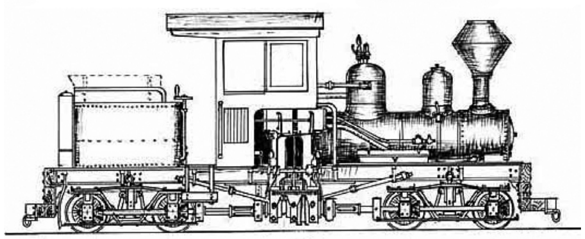
“The Durham & Charlotte Railroad took Z.T. Wright to court. Mr. Wright claimed that he was there first and had the proper right-of-way. Wright also stated in his testimony that he operated a steam locomotive on the line. He actually owned two Shay engines (#344 and #541) but #541 was not bought until after he mortgaged the tramway in 1897 to Albert [sic] H. Saunders, a fellow lumberman from Candor. After several years of litigation, Z.T. Wright and John Lenning finally came to a compromise. Mr. Lenning agreed to install a siding on his railroad for Wright at the Callicutt Place if Z.T. Wright removed his tramway (note that "Callicut" appears on the 1910 map *Rural Delivery Routes Moore County, N. C.*). Mr. Lenning also had to pay Mr. Wright for the right-of-way and court costs. The tramway was removed in 1902 and the Durham & Charlotte Railroad was then completed to Star."

Because both of Wright's Shay locomotives were owned by operators in counties far from Montgomery in 1899, it is unclear just when the tram became inactive. Perhaps it was maintained until 1902 while litigation with the Durham & Charlotte Railroad continued. Z. T. Wright & Son still appeared in the 1903 edition of *The North Carolina Year Book and Business Directory* as a lumber manufacturer at Star.

Figure 20 reproduces part of the 1914 Norfolk Southern Railroad Valuation map of Valuation Section 11, Sheet 51. Specifically, the track plan at Mt. Gilead is displayed. Properties originally owned by C. W. Taft and the Snow Lumber Company are identified with arrows.

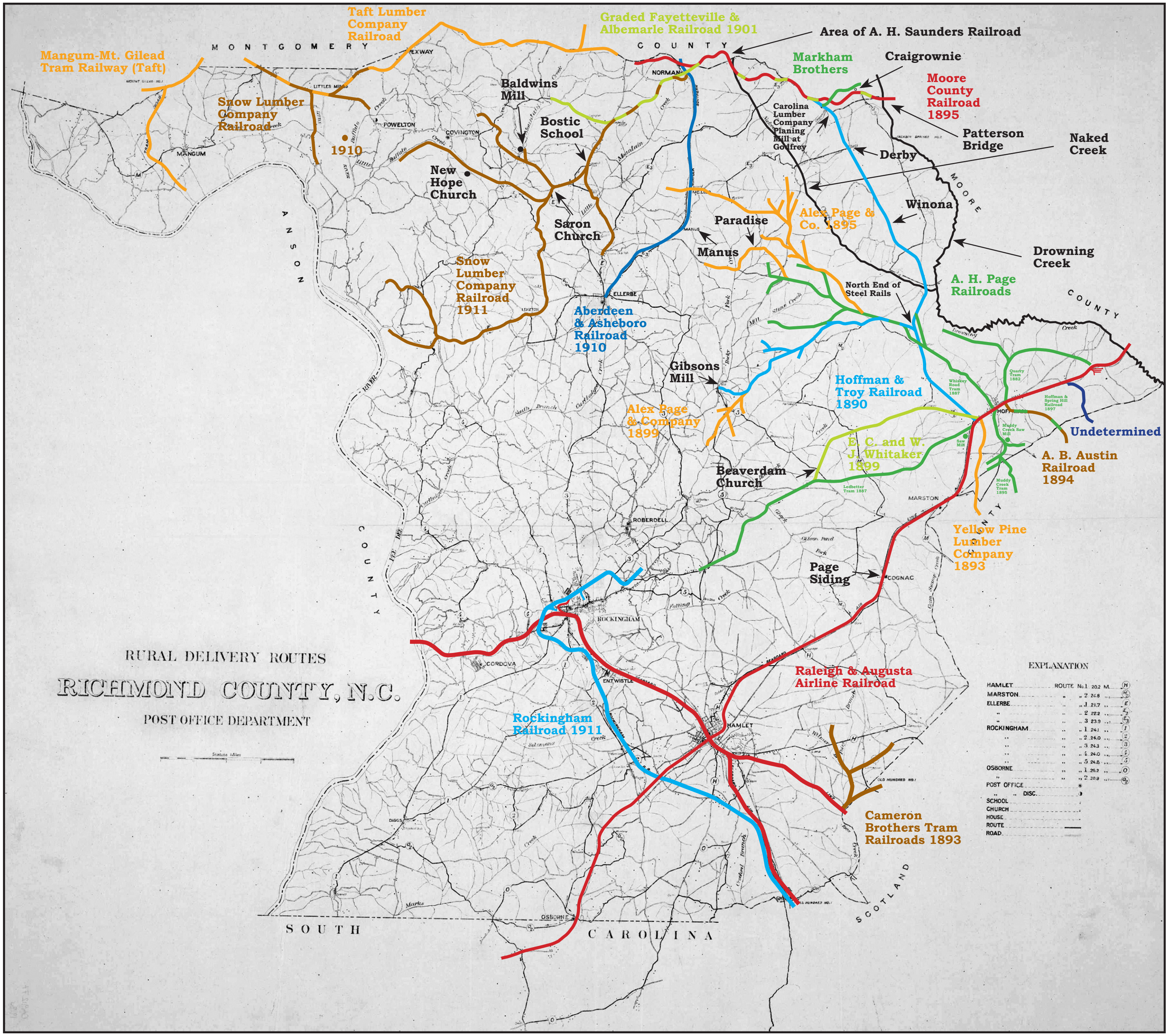

Snow
Taft
C.W. Taft 410
Snow Lumber Co 403
R.C.&S. RY CO 402
D.H. Cook 502
Frank McAulay 406
J.M. Lisk 404
J.L. Hayward 408
B.H. Ledbetter 405A
C.B. Ingram 504
G.W. McAulay 508
Frank McAulay 509
MT. GILEAD
EQUALITIES - VARINA TO COLON
EQUALITIES - COLON TO MT GILEAD
LEAD TO CHARLOTTE

12-1914 Norfolk Southern RR Track Plan at Mt. Gilead



Chapter 10

Richmond County


Taft Lumber Company Railroad
Graded Fayetteville & Albemarle Railroad 1901
Area of A. H. Saunders Railroad
Mangum-Mt. Gilead Tram Railway (Taft)
MONTGOMERY COUNTY
Markham Brothers
Craigrownie
Moore County Railroad 1895
Baldwins Mill
Snow Lumber Company Railroad
Bostic School
Carolina Lumber Company Planing Mill at Godfrey
Patterson Bridge
Naked Creek
1910
Derby
New Hope Church
MOORE
Alex Page & Co. 1895
Winona
Saron Church
Paradise
Manus
Drowning Creek
Snow Lumber Company Railroad 1911
North End of Steel Rails
A. H. Page Railroads
ANSON
COUNTY
Aberdeen & Asheboro Railroad 1910
Gibsons Mill
Hoffman & Troy Railroad 1890
Alex Page & Company 1899
Undetermined
E. C. and W. J. Whitaker 1899
A. B. Austin Railroad 1894
Beaverdam Church
ANSON COUNTY
Yellow Pine Lumber Company 1893
Page Siding
RURAL DELIVERY ROUTES
RICHMOND COUNTY, N.C.
POST OFFICE DEPARTMENT
Raleigh & Augusta Airline Railroad
Rockingham Railroad 1911
EXPLANATION
Cameron Brothers Tram Railroads 1893
SOUTH CAROLINA
SCOTLAND

Richmond County Railroads

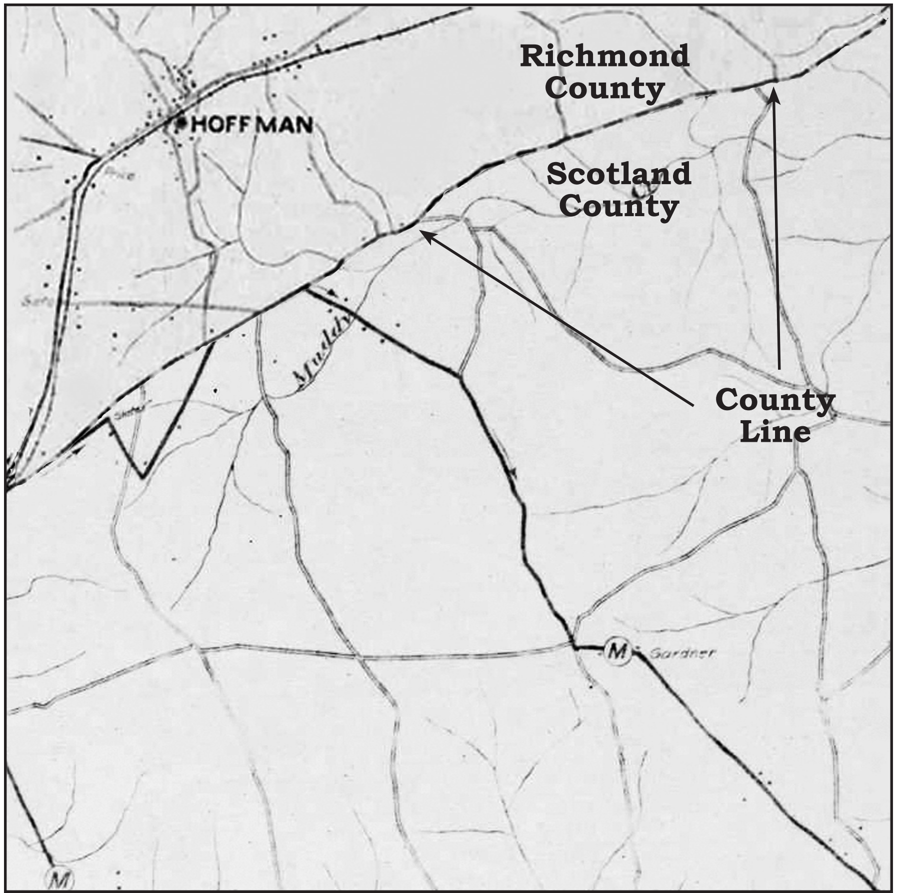
Several factors affected the history of logging railroads in Richmond County, a part of the Sandhills region of North Carolina. Two of those factors played a major role. First, the arrival of common carrier railroads, such as the predecessor of the Seaboard Airline Railroad, meant that thereafter, forest products could be processed and exported economically. Second, and equally important, was the development of geared locomotives such as those developed by Ephraim Shay. Shay patented designs for his engines while he logged in several Michigan counties. Lima Locomotive Works built most of those Shay type engines, which were perfectly suited to operation in the rolling terrain of the Sandhills region.

As was the case in nearby North Carolina counties, the logging lines developed in Richmond County differed significantly from those constructed somewhat earlier in the Upper Midwest and, contemporaneously, in the Pacific Northwest. Lines in those other regions usually penetrated areas that had not previously experienced much European settlement. There, only a small number of wagon roads existed. However, in the central part of North Carolina, a network of established roads already existed. To a large degree, those roads occupied the most favorable pathways available for moving people and agricultural products (or logs) from one place to another.

Therefore, when logging railroads or tram railroads were built in the Sandhills, they often followed the right-of-way of a preexisting wagon road. The result is that few maps produced when these railroads operated, include a representation of these lines. Almost no right-of-way deeds were recorded and, of course, a lumberman needed no special permission to place a non-common carrier railroad on property to which he held title.

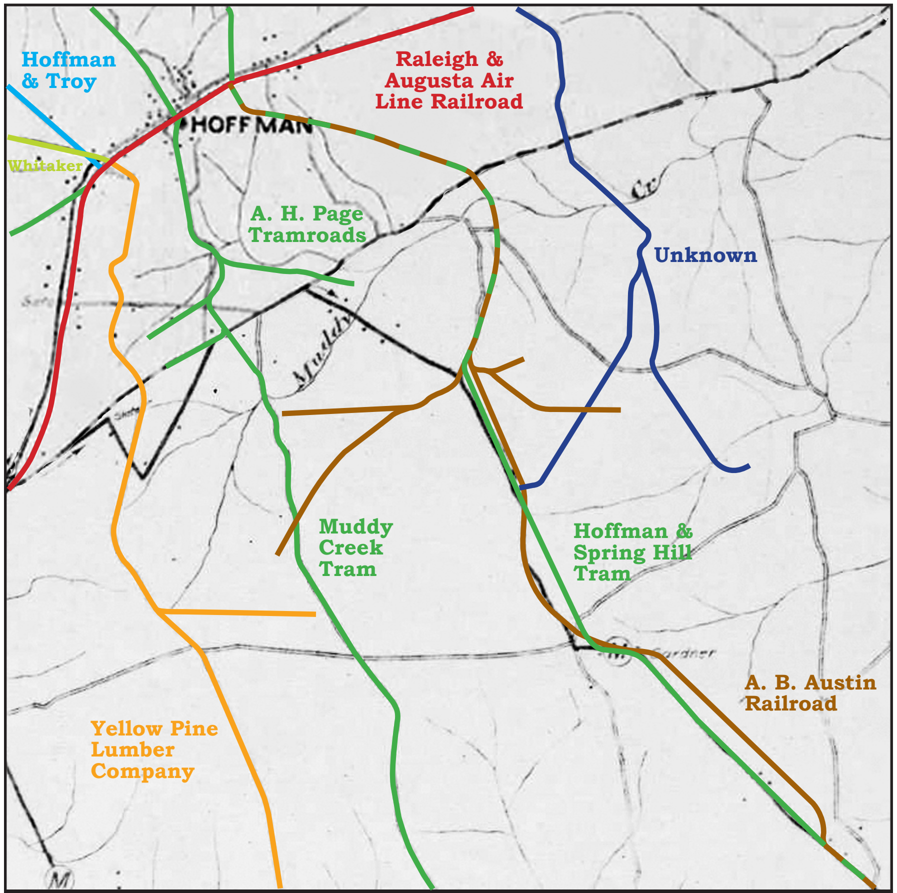
In Richmond County, analysis of the railroads which terminated at Hoffman demonstrates the difficulty encountered when trying to determine just where tracks existed. The earliest, high-quality map available to the author for that county (and others nearby) is one prepared by the US Postal Service in the first two decades of the twentieth century. Thus, when surmising where tram railroad grades were located, special attention was given to wagon roads visible on this type of map, which was created shortly after most of these lines were abandoned.

Figure 1 was made by the author by combining the Postal Service maps for Richmond and Scotland Counties, in the region around Hoffman. Figure 2 adds various



1-Combined Circa 1910 Maps of Rural Delivery Routes railroad grades around Hoffman to the base map created for Figure 1. Figure 3 is a modern US Geological Survey topographical map of the same approximate area. Grades for various logging railroads have been superimposed by the author. Portions of them can also be seen on the map opposite page 1.

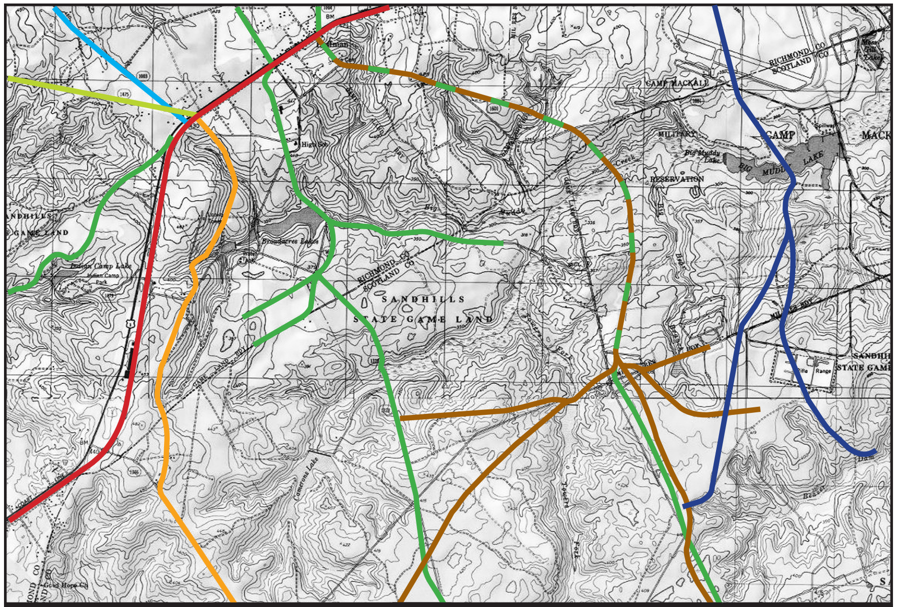
The author is especially grateful for the opportunity to analyze the first three volumes of S. David Carriker's books, *Railroading in the Carolina Sandhills*. *Volume 3* in that series is primarily devoted to Richmond County and its logging lines. Therein can be found a wealth of useful information. The routes for the various railroads displayed in this article's maps were drawn after analysis of maps contained in *Volume 3*, timber deeds, 1938 aerial photographs, and modern LiDAR ground images.


Hoffman & Troy
Raleigh & Augusta Air Line Railroad
HOFFMAN
Whitaker
A. H. Page Tramroads
Unknown
Muddy
Muddy Creek Tram
Hoffman & Spring Hill Tram
Gardner
A. B. Austin Railroad
Yellow Pine Lumber Company
M

2-Combined Circa 1910 Maps with Railroads Added

During the 1890s and early 1900s, the town of Hoffman was the terminal for several logging lines. The interaction between the owners of two of them was complex, with an occasionally close relationship between **A. H. Page**, who owned several tram railways, and the directors of the **Hoffman and Troy Railroad**.

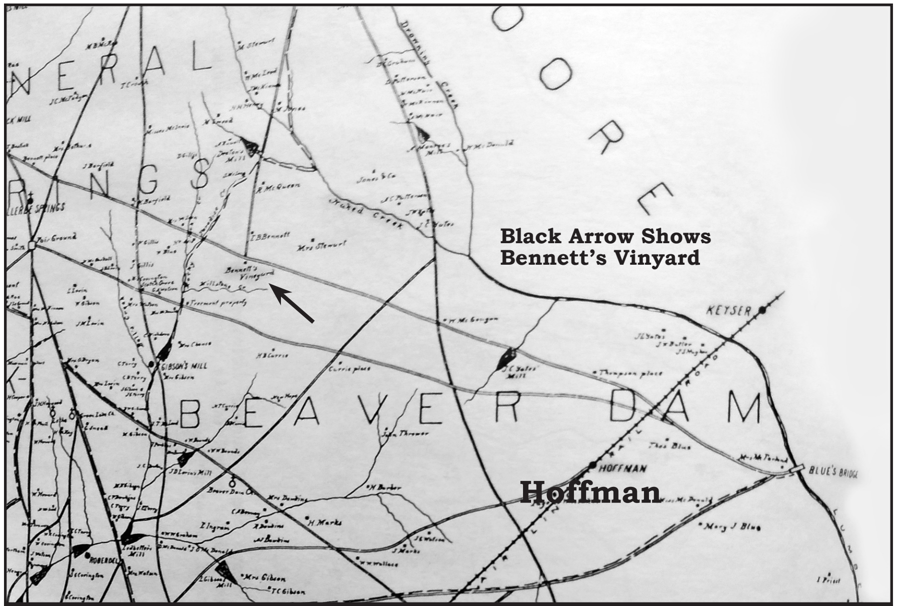
Railroading in the Carolina Sandhills, Volume 3, pages 72-75, provides useful information about the A. H. Page tramways at Hoffman. In 1882, Adolphus High (A. H.) Page partnered with William J. Whitaker in the purchase of a total of 6,600 acres of timberland around Hoffman


RICHMOND CO
SCOTLAND CO
CAMP MACKALL
MILITARY RESERVATION
CAMP
LAKE
SANDHILLS STATE GAME LAND

3-Modern USGS Topo Map of Area Shown in Figure 2

(Richmond County Deed Book WW, pages 123 and 163; and Book PP, page 32). These properties extended from Drowning Creek, in the east, to the Beaverdam Church region (roughly the area where Beaverdam Church Road crosses McDonald Church Road) in the west, and from the Bennett vineyard along Whiskey Road in the northwest to Big Muddy Creek, in the south. Those landmarks are visible in Figure 4, which presents part of an 1886 map of “old Richmond County” which, at that time, included Scotland County. The map was made from “An Actual Survey” made by John McDuffie and N. A. Graham and appears on page 22 of *Railroading in the Carolina Sandhills, Volume 3*. In 1886, A. H. Page acquired the lion’s share of the real estate previously owned in common with William J. Whitaker (Book RR, page 421).

Carriker identifies by name four tram railroads controlled by A. H. Page, some of which were probably operated while he was partnered with Whitaker. Evidently, these names were coined by Carriker himself. They include “The Muddy Creek Tramway,” “The Whiskey Road Tramway,” “The Ledbetter Tramway,” and “The Quarry Tramway.” After perusing the pages mentioned above (pages 72-75 of *Railroading in the Carolina Sandhills, Volume 3*) numerous times and comparing that data with the maps on pages 24-40 of *Volume 3*, inconsistencies were noted regarding the times these various trams were used. Thus, reliable dates during which they operated could not be deduced. Moreover, some geographical features mentioned in Carriker’s text do not appear to be compatible with the route maps presented on pages 24-40 of *Volume 3.*



4-1886 Map “Old Richmond County”

Carriker characterizes “The Muddy Creek Tramway” as beginning on the Raleigh & Augusta Airline Railroad, then travelling south to a sawmill located along Big Muddy Creek. Two branches originated there. A short one travelled from the mill toward the southeast, while a longer, major branch accessed timber directly south of the mill, in Scotland County.

“The Whiskey Road Tramway” was said (page 63 of *Volume 3*) to have run “up or beside the old Whiskey Road from Hoffman to the Firetower area of the old “Bennett’s Vineyard.” A sawmill was located along this tram, somewhere northwest of Hoffman, apparently near property owned by a member of the Mclean family. The map presented in Figure 4 suggests that “the Whiskey Road” did not yet exist in 1886, for no roadway is present between Bennett’s vinyard and Hoffman. Carriker’s map (on page 30 of his *Volume 3*) shows the Whiskey Road Tramway entering Hoffman along the current path followed by Tilley Street.

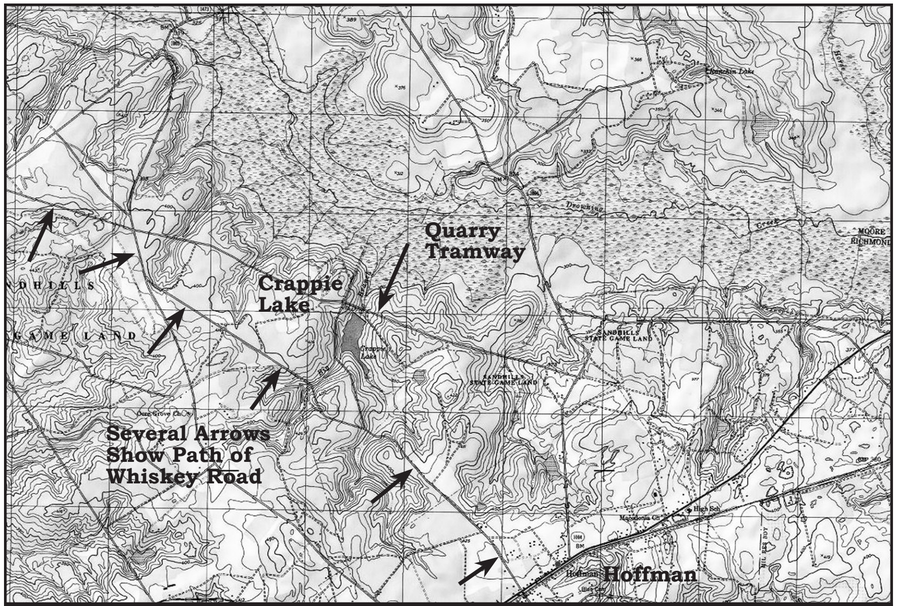
“The Quarry Tramway” is described on page 75 of *Volume 3*. “Deeds are purchased for the area that now covers the rock/sand quarry on US #1 at Drowning Creek. Several individuals have related to me the existence of the tramway at that site. Matthew Bray remembered hearing of and seeing the remains of the trambed [sic] at the

Crappie Lake Dam." If Bray's recollections were accurate, then the Quarry Tramway, on modern topographical maps, must have crossed Big Branch immediately north of the dam at Crappie Lake. Figure 5 displays, on a modern topographical map, the course of the former Whiskey Road and also the road which occupies the bed of the old Quarry Tramway.

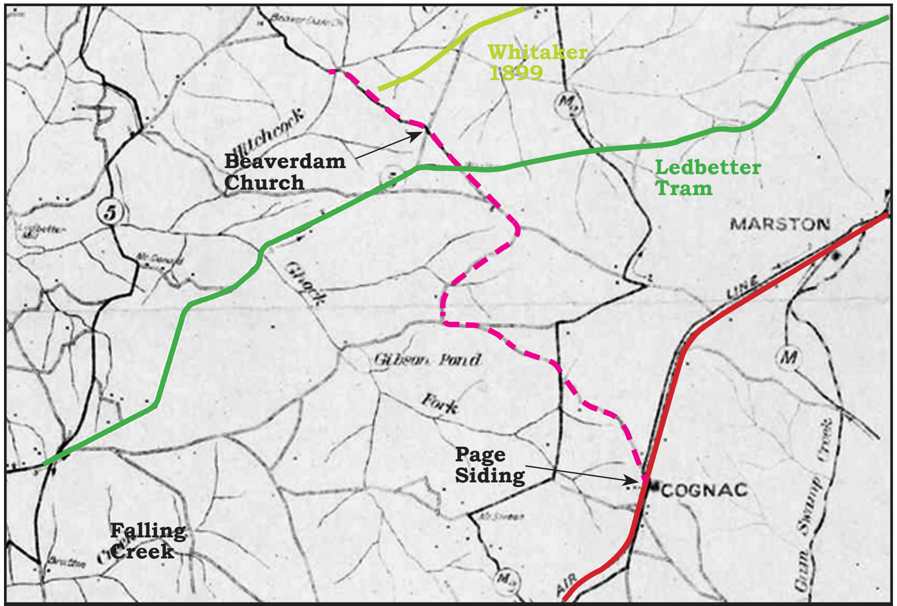
"The Ledbetter Tramway" left Hoffman on what is now Caddell Road which, farther west, turns into McDonald Church Road. It followed the course of McDonald Church Road, crossing Hitchcock Creek and Chock Creek. Continuing farther south, it may have eventually reached as far as the area of Falling Creek (Deed Book XXX, page 465).

Carriker also mentions (page 76 of *Volume 3*) another, unnamed A. H. Page tram railroad which originated at Pages Siding, a place currently known as Cognac. Apparently, this statement was based on an interview with a Richmond County resident named Chester H. Thompson. Although no supporting information was provided, the purported route for that tram is visible on pages 34 and 35 of *Volume 3*. Those pages give dates of operation between 1893 and 1895. The route for that tram railroad is not included in the map opposite page 1, for it seems likely that the Beaverdam Church area (supposedly the area to be logged by the tram originating at Pages Siding) would simply have been reached via a branch of A. H. Page's Ledbetter Tramway. Figure 6 superimposes the route proposed by Carriker for this tram on part of the map opposite page 1.

Chester H. Thompson also reported that another A. H. Page tram railroad, plus a turntable, were located at Jackson Springs Road. That statement is vague. It does not locate that right-of-way at a specific location in modern-day Richmond County. On its face, this


Quarry Tramway
Crappie Lake
Several Arrows Show Path of Whiskey Road
Hoffman

5-The Whiskey Road on Modern Topographical Map


Whitaker 1899
Hitchcock
Beaverdam Church
Ledbetter Tram
MARSTON
5
Chock
Gibson Pond
Fork
Page Siding
COGNAC
Falling Creek
LINE
AIR
M
Gum Swamp Creek

6-Proposed Route of Tram Originating at Page Siding description seems more likely compatible with some portion of the Hoffman & Troy Railroad, the northern portion of which was relatively close to Jackson Springs.

Railroading in the Carolina Sandhills, Volume 3, page 78 mentions the existence of yet another tram railroad, "The Hoffman & Spring Hill Tram Road," apparently also known as the "Laurel Hill Tram" and the Hoffman & Spring Hill Railroad. None of these entities could be found as a grantee among recorded Richmond County deeds (which includes entries for the portion of Richmond County which subsequently became part of Scotland County). However, Carriker reports (again on page 78) that the personal collection of Cora G. Justice contains several such timber and right-of-way deeds granted by landowners along Jordan Creek. But deeds from the Jordan Creek area would seem more likely related to an extension of the Muddy Creek tram. Maps in *Volume 3* imply that the Spring Hill Tram originated from a branch of the Muddy Creek Tram, but the two deeds described next cast doubt on that notion.

Fortunately, these right-of-way deeds, signed in August 1897, provide additional insight into the location of the Hoffman & Spring Hill Tram. In the first, made on August 16 and recorded in Deed Book JJJ, page 274, A. H. Page & Son acquired a right-of-way 30 feet wide from the Manufacturing and Estate Company of Richmond County, North Carolina. The term was for ten years. The right-of-way extended from the Raleigh & Augusta Airline Railroad to the Fayetteville Road and was to be used for a railroad. This grade may have been used previously (1895-1897) by a tram railroad built by A. B. Austin, which will be described later.

The second right-of-way deed was signed five days later, on August 21. It was recorded on page 272 of Book JJJ. That document describes a twenty-foot-wide right-of-way obtained by A. H. Page & Son: "said right of way to follow and be identical with the tram road of the parties of the second part (the two Pages), known as the Hoffman & Spring Hill Tram, for and during the term of ten years from date hereof." John F. McNair granted that right-of-way. This property was not McNair's residence, for he was a merchant who resided at Laurinburg, which now is in Scotland County. Unfortunately, the document does not specify an exact location for the right-of-way, although its general location may be implied from data to be presented shortly. Permission was given to build a railroad over this property.

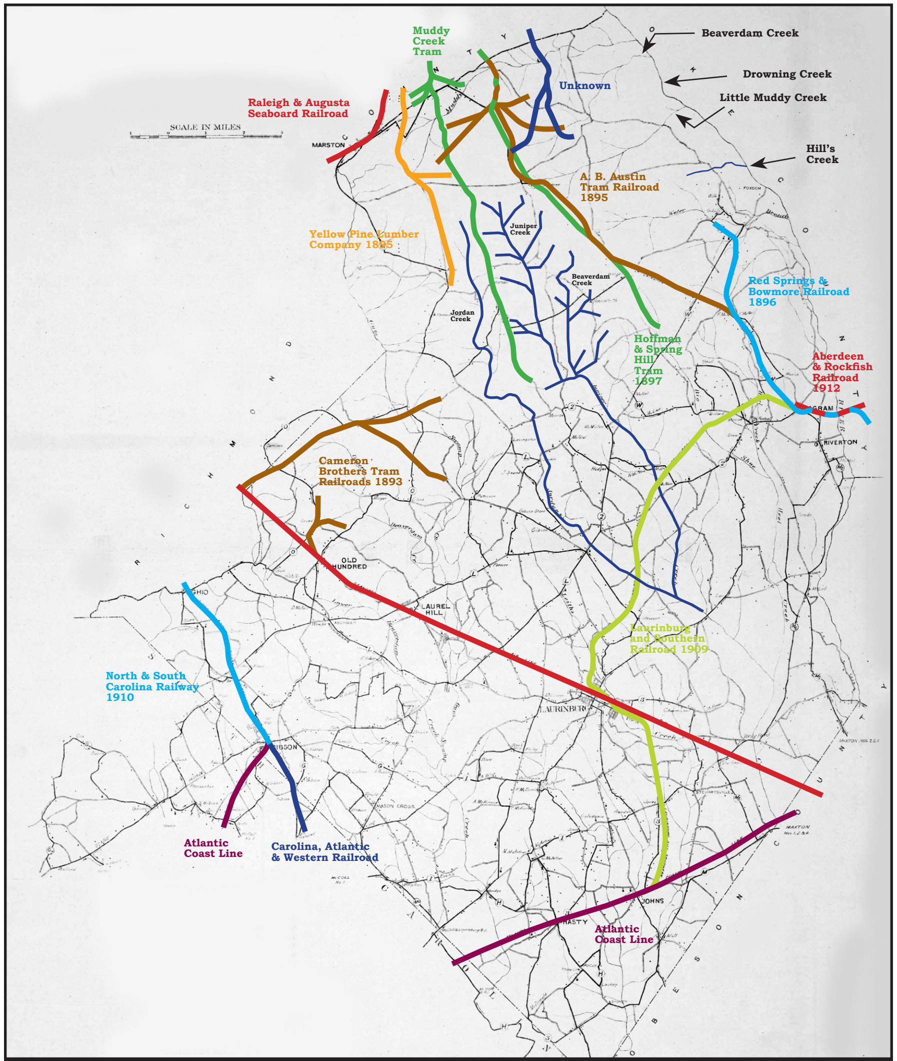
Another document signed September 2, 1897 likely relates to the Hoffman & Spring Hill Tram. As is recorded in Deed Book JJJ, page 261, A. H. Page & Son bought 160 tons of 30-pound rail. This was a quantity sufficient to construct about 3.3 miles of track.

The likely location for one part of the Hoffman & Spring Hill Tram Road is suggested by a September 17, 1898 deed recorded on page 361 of Book LLL. Therein, Henry W. Hill, a lumberman residing at Quewhiffle, in Cumberland County, sold numerous tracts in Spring Hill Township of Richmond County (now in Scotland County) to A. H. Page & Son. Bounds mentioned in these tracts include both the north and south sides of Beaverdam Creek at the junction with Drowning Creek, as well as Little Muddy Creek. These creeks are visible in Figure 7. Significantly, a 100-acre tract belonging to John F. McNair (see two paragraphs above) was located within those parcels and was excluded from the sale. This suggests that the right-of-way purchased from McNair, the year before, was inside this group of properties.

In addition to real estate transferred via the September 1898 deed, that document mentions that A. H. Page & Son acquired boilers, a sawmill, and other machinery which Hill had previously bought from the Pages. This may have been the last logging operation conducted by A. H. Page in Richmond County. The 160 tons of rails used on the Hoffman & Spring Hill Tram were sold to

A. H. Page's cousin, Henry A. Page, on October 5, 1900 (Richmond County Deed Book 37, page 588). Henry A. Page was a resident of Aberdeen, in Moore County.

A. H. Page had an interest in one additional tram railroad. In 1892, he formed a partnership with Edward C. Whitaker (a brother of his former partner, William J. Whitaker). The resulting firm was called the Hoffman Lumber Company. Edward C. Whitaker acquired Shay locomotive (Shop #433) in March 1893, taking delivery at Hoffman. Shay locomotive records disclose that in May 1893, Whitaker transferred ownership of this engine to another entity, the Yellow Pine Lumber Company, of which he was the sole owner. In September 1895, the Yellow Pine Lumber Company acquired two former Hoffman Lumber Company properties in Hoffman, situated on the Raleigh & Augusta Airline Railroad (Deed Book FFF, page 218).


Muddy Creek Tram
Beaverdam Creek
Drowning Creek
Unknown
Little Muddy Creek
Raleigh & Augusta Seaboard Railroad
SCALE IN MILES
MARSTON
Hill's Creek
A. B. Austin Tram Railroad 1895
Yellow Pine Lumber Company 1895
Juniper Creek
Beaverdam Creek
Jordan Creek
Red Springs & Bowmore Railroad 1896
Hoffman & Spring Hill Tram 1897
Aberdeen & Rockfish Railroad 1912
GRAM
RIVERTON
Cameron Brothers Tram Railroads 1893
OLD HUNDRED
LAUREL HILL
GHIO
Laurinburg and Southern Railroad 1909
North & South Carolina Railway 1910
LAURINBURG
GIBSON
MASON CROSS
Atlantic Coast Line
Carolina, Atlantic & Western Railroad
JOHNS
HASTY
Atlantic Coast Line
MAXTON

7-Scotland County Railroads

In 1895, the **Yellow Pine Lumber Company** built a logging tram railroad to the south of Hoffman. It reached into Scotland County, in the region between Gum Swamp and Jordan Creek. See Figure 7. A few years later, in 1899, Edward C. Whitaker and his brother, William J. Whitaker, acquired Richmond County property on Bones Fork of Hitchcock Creek (Deed Book NNN, page 574). The next year, they bought another parcel between Bones Fork and Spring Fork of Hitchcock Creek (Book NNN page 576). *Railroading in the Carolina Sandhills: Volume 3*, pages 30 and 31 presents a map purporting to show a tram railroad reaching these properties. Thereon, it is labelled as a Yellow Pine Lumber Company tram. However, it could not be verified that, in 1899, the two Whitakers operated under that name. For completeness, an outline of that tram right-of-way is included in the map opposite page 1.

Auley Butler (A. B.) Austin was farming in Johnson County when the 1880 Federal census was taken. By the last decade of the nineteenth century, his attention had turned to logging in Richmond County. His son, Edgar Russell Austin, was associated with his father in the operation of at least one tram railroad.

S. David Carriker, in *Railroading in the Carolina Sandhills, Volume* 3, page 88 reports a likely location for the sawmill owned initially by Austin and a contemporary partner, H. M. Sherian. It was on the northwest side of the Raleigh & Augusta Airline Railroad in Hoffman. "On 7/2/1892 Sherian and Austin bought [Deed Book AAA, page 363] a two-acre lot for $25, next to the A. H. Page & W. J. Whitaker lot. This lot was in north Hoffman, where the Jackson Springs Road (now Little Road) comes into US Highway #1. Some of the residents remember a tramway turntable located in the fork of that road." Carriker noted that "probably" the sawmill, itself, was sited on an adjacent 2.7-acre parcel (also on the northwest side of the Raleigh & Augusta Airline Railroad) purchased about three months later (September 29, 1892-Deed Book AAA, page 361).

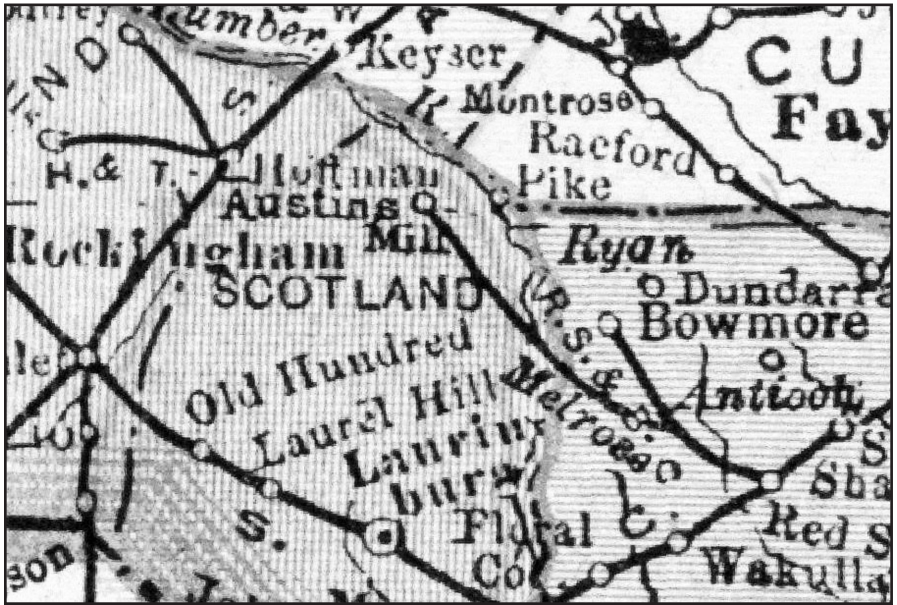
Unexpectedly, on January 11, 1893, Sherian and Austin sold these two properties (combined into a 4.7-acre tract) to Page & Whitaker, who owned the next-door property (Deed Book AAA, page 359). *Railroading in the Carolina Sandhills, Volume* 3, page 88, reports that a chattel mortgage, also signed on January 11, transferred sawmill equipment located on those properties to Page & Whitaker. These transactions may have been due to financial pressure related to the Panic of 1893.

A September 21, 1893 deed (Richmond County Deed Book AAA, page 591) reveals that, at that time, A. B. Austin was part of the firm H. P. Guess & Company. Eventually, that company also had trouble meeting its obligations. As a result, H. P. Guess & Company became indentured to William H. Fitts in exchange for Fitts's assumption of the company's debts. For his part, Fitts received a sawmill located about 9-10 miles north of Hoffman, one Richmond Locomotive Works engine with an exploded boiler (located at the sawmill), livestock, a 400-acre parcel of land situated on the Raleigh & Augusta Airline Railroad, and a few other items. The author could not determine which of these assets Austin had originally contributed to H. P. Guess & Company.

Late in 1894, A. B. Austin prepared to begin a new logging operation. On November 1, he bought a used, 34-inch gauge Shay locomotive (Shop #263) and four tram cars from Marion and Melville Jeffries of Keyser (now Addor), North Carolina (Richmond County Deed Book EEE, page 246). This engine would be used on a tram railroad that extended south and east from Hoffman. It terminated at a place called Austin's Mill, which was located in what would later become Scotland County.

Austin's Mill is visible in Figure 8, part of *North Carolina*, which appears in Rand McNally & Company's 1901 edition of *The Universal Atlas of the World*. By 1901, Austin's tram railroad had been removed and the Red Springs & Bowmore Railroad operated a branch line which served Austin's Mill. The A. B. Austin Tram Railroad, in Scotland County, is visible in Figure 7.

Acquisition of timber to harvest via Austin's tram railroad began on December 13, 1894. A. B. Austin and his son



8-1901 Austins Mill in Scotland County

purchased timber rights for three years on 988 acres along both sides of Rockingham Road, in present-day Scotland County. That parcel was situated west of Drowning Creek and east of Juniper Creek, in the region of Hill's Creek (Deed Book DDD, page 597).

A. B. Austin obtained additional timber rights (for three years) on November 5, 1895 (Deed Book DDD, page 596). That property was located "between the Horsepee [sic] and Juniper [Creeks] and partly on both sides of the Juniper, joining lands of M. A. and T. L. McNair and known as the old McFarland land, and containing by estimation 450 acres, . . ." Frank McNeil signed another timber deed to A. B. Austin and his son on February 1, 1896 (Deed Book GGG, page 521). Therein, the Austins had eight years to harvest pine timber on 1,250 acres adjoining the lands of J. B. McNeil, J. A. McPherson, and A. N. Ferguson.

Two days later, on February 3, 1896 A. B. Austin bought a 17.5-acre property in Hoffman. It was situated on the northwest side of the Raleigh & Augusta Airline Railroad (Deed Book HHH, page 167). It was purchased from A. H. Page and adjoined other properties owned by A. H. Page, A. J. Butler, and D. T. Blue. The author could not determine whether this parcel included the 4.7 acres sold by Austin in January 1893.

Slightly more than a year later, A. B. Austin's finances had once again become precarious. He was heavily indebted to a Sanford, North Carolina banker, W. J. Edwards. On March 22, 1897 A. B. Austin and his son, E. R. Austin, assigned several assets to Edwards (Deed Book III, page 519). These included the 17.5-acre tract in Hoffman purchased the year before, the Shay locomotive and four tram cars bought in 1894, and a list of sawmill equipment "located on land of Jas. Blue and D. F. Blue of Hoffman, N.C. on south side of R. & A. R.R." By 1898, that same Shay locomotive had been acquired by Walter W. Mills and was in use at Carthage, in Moore County.

Apparently, A. B. Austin also had one additional business relationship with W. H. Fitts. The two men were indebted, at one time, to the Bank of Laurinburg for $663.22. The note was satisfied through a document signed September 10, 1897 (Deed Book JJJ, page 187). Therein, Thomas J. Gill received sawmill equipment, four horse log wagons, and livestock; and "the above property is now in the county of Richmond (in Scotland County in 2025) near Thomas L. McNair's still about four miles from said McNair's still." These items likely represented assets located at Austin's Mill. Thus, the last vestige of Austin's logging operation, south and east of Hoffman, had disappeared.

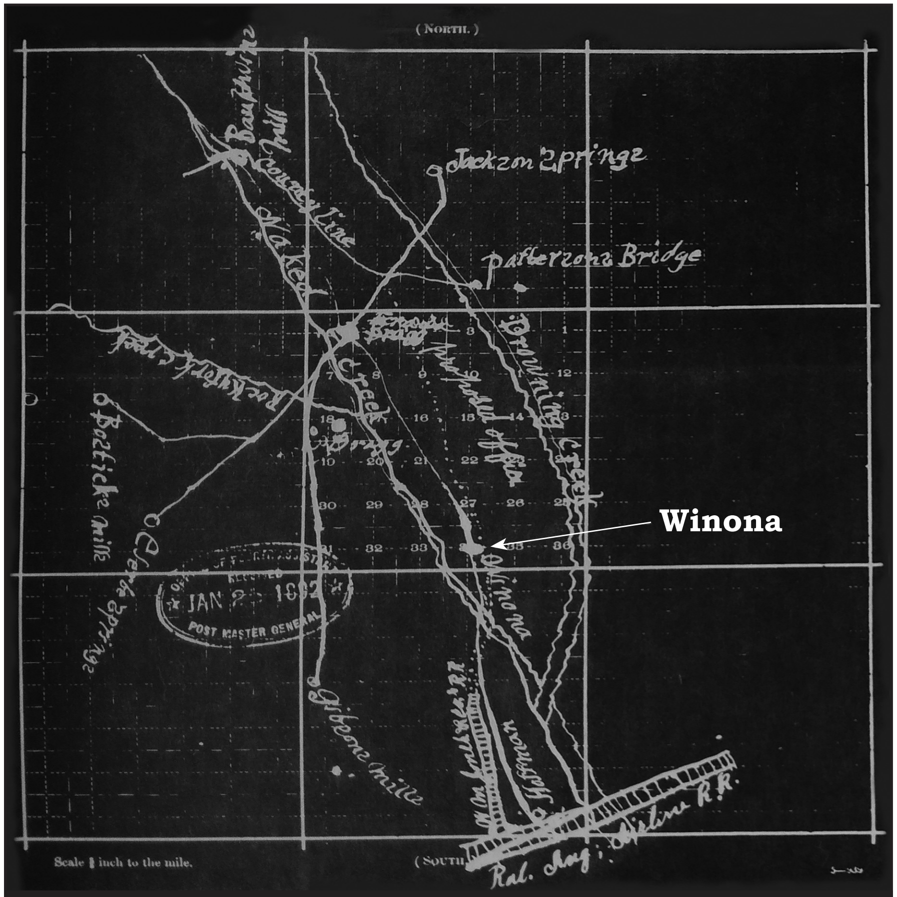
Perhaps, at one time, the Austins planned to acquire and harvest more timberland south of Austin's mill. But the Red Springs & Bowmore Railroad effectively ended any such notion when it purchased its own right-of-way leading to Austin's Mill on February 12, 1896 (Richmond County Deed Book GGG, page 471). A. B. Austin and his son continued to reside together in Hoffman when the 1900 Federal census was taken. They were recorded as "Auley" and "Adgar R" Austin, living next-door to Adolphus (A. H.) Page and two doors away from William Godfrey.

Railroading in the Carolina Sandhills, Volume 3, page 43, reports that the **Hoffman & Troy Railroad** was incorporated on February 27, 1883 by H. P. Guess of Carey, North Carolina, Alfred B. Jones of Hoffman, and eight other individuals who resided in Montgomery County. Property to be logged via the railroad had been purchased on January 12, 1882 (Richmond County Deed Book II, page 197) which was prior to the railroad's incorporation. Grantees of that deed included William Merrit Jones and Alfred B. Jones. The relationship between those two Jones men is not clear.

William Merrit Jones was a son of Rufus H. Jones of Wake County. William had a continuing role in the management of the railroad. Later, William's brother, Leonidas John Jones, would be president of the Hoffman & Troy Railroad. The 1870 census of Wake County reveals that Algemon S. Jones was yet another brother of William and Leonidas. In the 1880 census, Algemon S. Jones was recorded as "Sidney" Jones. *Railroading in the Carolina Sandhills, Volume 3*, page 46, calls this man Alfred Sidney Jones. Whether or not this was the Alfred B. Jones mentioned in the preceding paragraph has not been determined.

The 1893 edition of the *Annual Report of the Railroad Commission of North Carolina* records that the charter of the Hoffman and Troy Railroad was amended in March 1891. *Railroading in the Carolina Sandhills, Volume 3*, page 47, explains that a mortgage, dated March 6, 1891 implies that the railroad was already on the ground and in place, on that date. Issues of *Annual Report of the Railroad Commission of North Carolina* from 1893 to 1896 and *Poor's Manual of Railroads*, from 1895 to 1904, consistently give the length of this railroad as 3.5 miles. The January 13, 1893 *Railroad Gazette* lists North Carolina railway construction during 1892. Therein, the Hoffman and Troy Railroad appears, with 3.3 miles of new track between Hoffman and "Winona."

Uncertainty exists regarding the exact location of Winona. A map received in the office of the Postmaster General on January 25, 1902 is presented in Figure 9. Therein, Winona is located on the east side of Naked Creek. It is connected to the north end of the "W. M. Jones RR" track by a dotted line. The dotted line continues north of Winona and terminates at the meeting point of County Line Road, a road coming from Patterson Bridge, and the road between Jackson Springs and Ellerbe Springs. It is surmised that the dotted line represents the right-of-way of a Hoffman & Troy tram railway constructed with wooden rails. It led north, from the north end of the railroad's steel rails. The place where the tram joined the steel railroad appears to be compatible with a location 3.3 miles from Hoffman. Although not shown on this map, that junction point was also the approximate place where the preexisting A. H. Page tram railway crossed the Hoffman & Troy right-of-way.

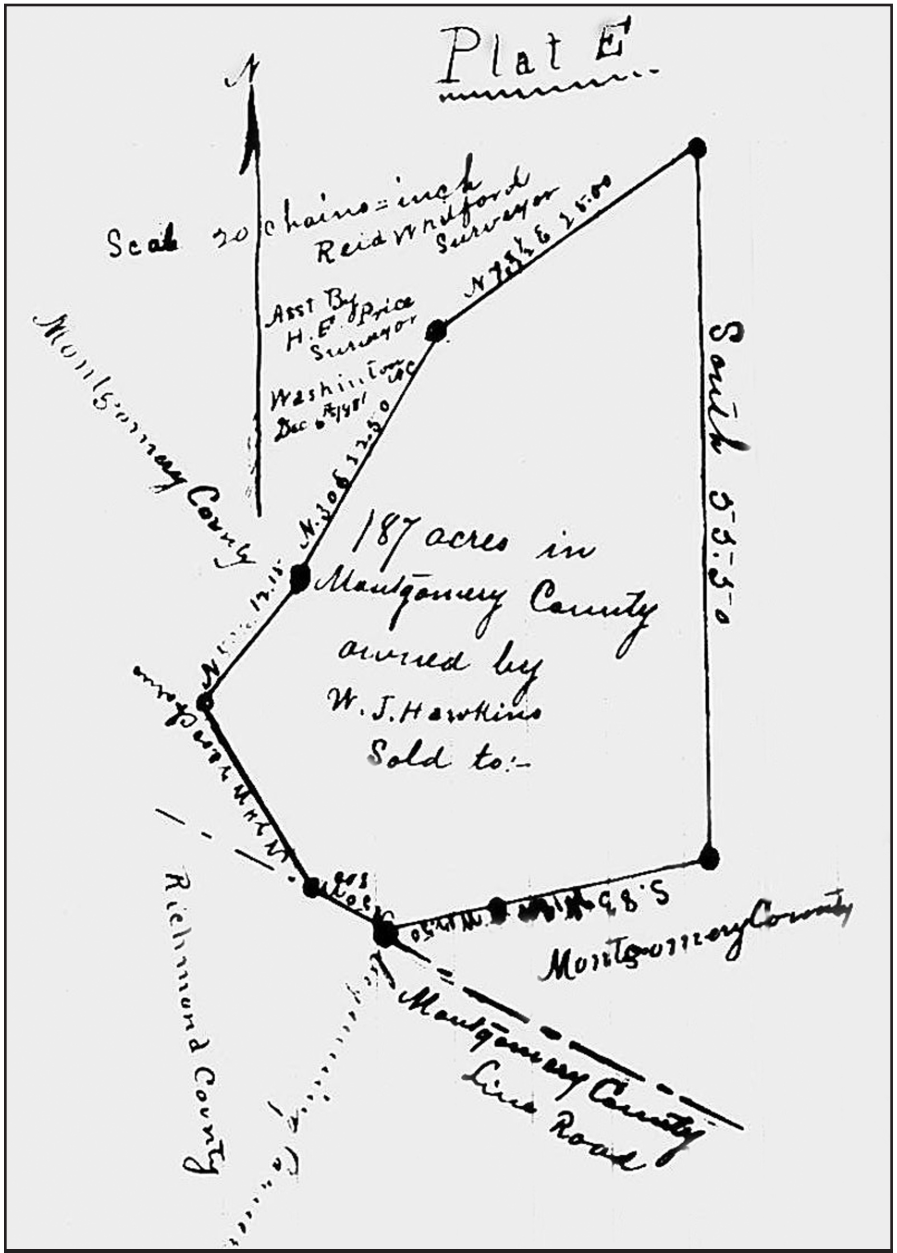

(NORTH.)
Jackson Springs
Patterson Bridge
County Line
Naked Creek
Drowning Creek
Rocky Fork Creek
Bostick mills
Ellerbe Springs
Gibsons mills
Winona
Winona
W. M. Jones RR
Hoffman
Ral. Aug. Air Line R.R.
JAN 25 1902
POST MASTER GENERAL
Scale ½ inch to the mile.
(SOUTH.)

9-1902 Winona Location on Postmaster General Map

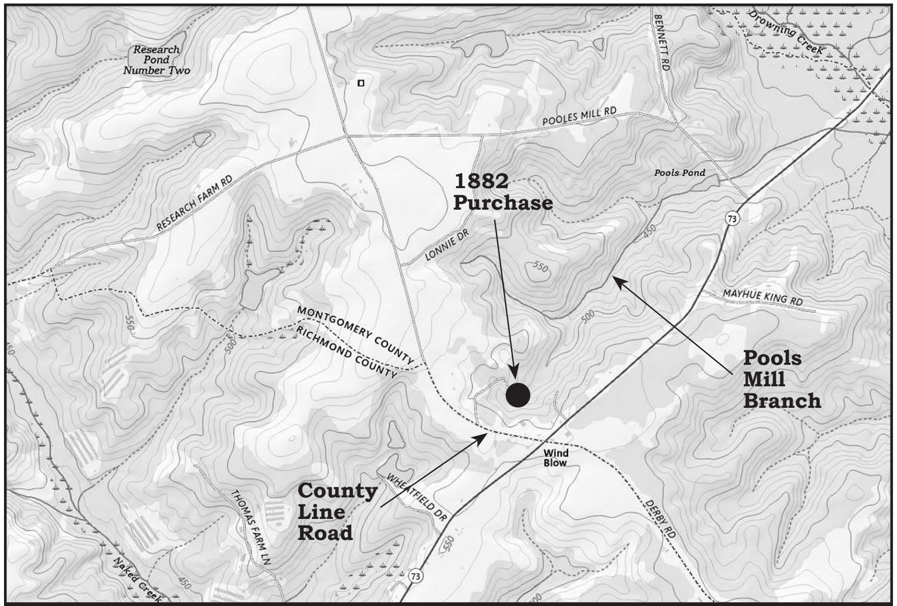
The website *Carolana* reports that Daniel Archibald McKinnon (the Secretary and Treasurer of the Hoffman and Troy Railroad) was the postmaster at Winona between February 25, 1892 and September 21, 1894. The author's conclusion is that "Winona," as it appeared in the above reference to the January 13, 1893 *Railroad Gazette*, specified the nearest post office to the north end of the Hoffman and Troy's steel rails, where it intersected with A. H. Page's tram railroad. There is no evidence that the Hoffman & Troy Railroad ever operated on more than 3.3 miles of steel rails. All branch lines were constructed with wooden rails.

Between 1892 and 1895, wooden-railed track was extended north from Winona toward the Montgomery County border. In March 1894, a fifty-acre tract in the northern part of Beaverdam Township was purchased from James C. Currie (Deed Book MMM, page 333). Bounds mentioned in that document include "the head of a branch of Drowning Creek and runs S 30^0 E 100 poles, crossing the road leading from the Coleman Bridge to the Grassy Island." This property would become the site of a planing mill described in a February 1898 document (Deed Book LLL, page 93) as "just west of the Hoffman and Troy Railroad and near of its northern terminus."

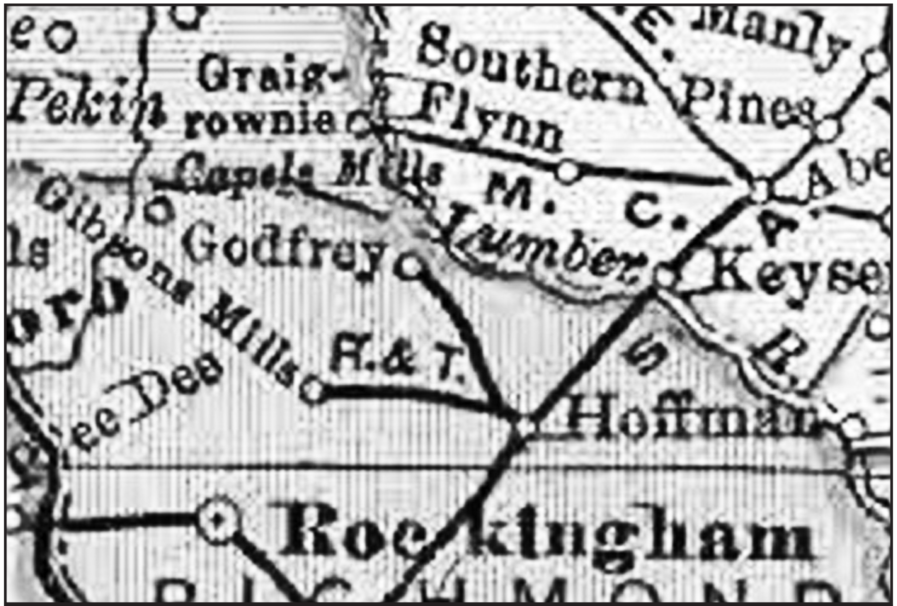
Just how far north the Hoffman & Troy Railroad eventually extended is not clear. It certainly never reached Troy, in Montgomery County. The northern-most property acquired by the original owners of the line was purchased in 1882 by L. J. Jones, A. D. Jones, and T. P. Jordan. Recorded on page 448 of Montgomery County Deed Book 26, that 187-acre parcel bordered on County Line Road in the south. Another boundary crossed Pools Mill Branch of Drowning Creek. That deed included a diagram of the property, which is presented in Figure 10. Figure 11 shows the location of this property on a modern topographical map.


Plat E
N
Scale 20 chains = inch
Reid Whitford Surveyor
N 73½ E 25.00
Asst By H. E. Price Surveyor
Washington
Dec 6 1881
N 30 E 12.50
Montgomery County
187 acres in Montgomery County owned by W. J. Hawkins Sold to:-
South 33.50
Montgomery County
Richmond County
Montgomery County Line Road

10-1882 Jones Property in Montgomery County


Research Pond Number Two
BENNETT RD
Drowning Creek
POOLES MILL RD
Pools Pond
1882 Purchase
RESEARCH FARM RD
LONNIE DR
73
550
500
MAYHUE KING RD
MONTGOMERY COUNTY
RICHMOND COUNTY
Pools Mill Branch
Wind Blow
County Line Road
WHEATFIELD DR
THOMAS FARM LN
DERBY RD
Naked Creek
450

11-Location of 1882 Purchase on USGS Topo Map


Southern
Manly
Pines
Graig-
rownie
Flynn
Pekin
Capels Mills
M. C.
Lumber
Gibsons Mills
Godfrey
Keyse
H.&T.
Hoffman
Pee Dee
Rockingham

12-1895 Map Showing Hoffman & Troy Railroad

In *Railroading in the Carolina Sandhills: Volume 3*, page 48, Carriker cites the 1896 issue of *Poor's Manual* as the source for the statement that by then, the terminals of the Hoffman and Troy Railroad were at Godfreys in the north, and Gibson Mills in the south. That declaration is erroneous. Although the 1896 issue does describe the Hoffman and Troy Railroad on pages 213, 1574 and 1616, its terminals are not identified by name. Nonetheless, the statement has some validity. It is consistent with the 1895 map of North Carolina which was published in Rand McNally & Company's *New General Atlas of the World*, part of which appears in Figure 12.

Certainly by 1895, the Hoffman and Troy Railroad was, in some ways, operating jointly with the tram railways of A. H. Page. This was foreshadowed by an October 25, 1892 deed recorded in Deed Book BBB, page 137. Therein, A. H. Page bought property on Rocky Fork and Millstone Creeks from L. J., W. M., and A. D. Jones. Moreover, in 1895, A. H. Page was one of the officers of the Hoffman and Troy Railroad. That year's edition of *Poor's Directory of Railway Officials* provides a glimpse into the management, and the combined steel and wooden rail portions of the line. "Hoffman and Troy RR., 40 m.; locomotives, 3. L. J. Jones, *Pres.;* William Godfrey, *Supt. & Aud.;* William H. Fitts, *G. Fgt. & P. Agt.;* D. A. McKinnon, *Sec. & Treas.;* A. H. Page, *Traffic Man.,* Hoffman, N. C."

Together, William Godfrey and D. A. McKinnon also carried on their own lumber business, the Carolina Lumber Company, an organization separate from the Hoffman and Troy Railroad. They did utilize the Hoffman and Troy Railroad to bring logs to the Carolina Lumber Company mill. That mill was located at Godfrey, near the north end of the Hoffman & Troy Railroad. These partners continued doing business together until 1897, when they were unable to make payments on several notes owed to the Bank of Pee Dee. The assets of the Carolina Lumber Company were then acquired by Walter L. Parsons (Deed Book III, page 219). Later in 1897, Parsons sold those assets, including real estate and Shay locomotive #433 *(Gopher)* to E. C. Whitaker (Deed Book JJJ, page 21). Remarkably, Whitaker was the person who had previously sold that engine to the Carolina Lumber Company.

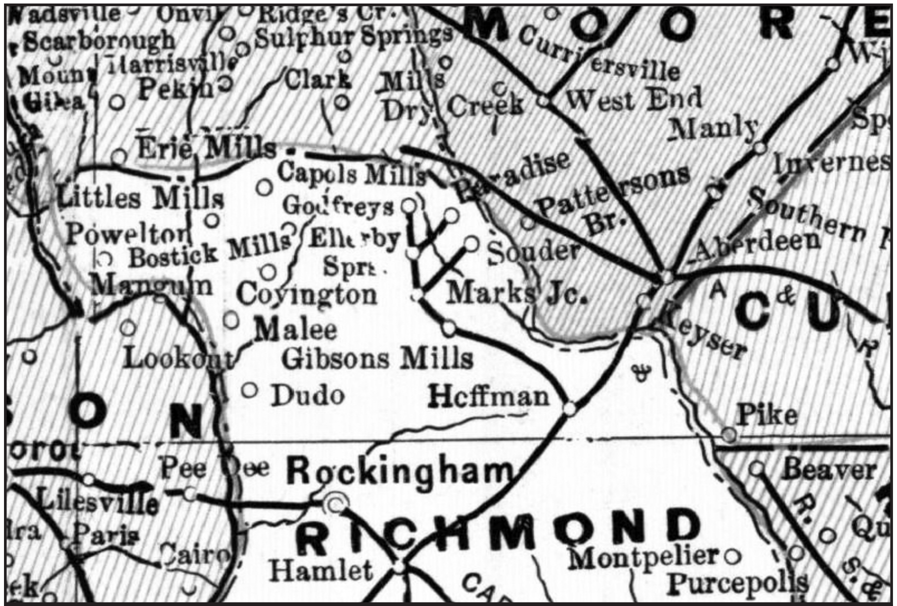
Leonidas John (L. J.) Jones managed the Hoffman and Troy Railroad while his brothers pursued other interests. William Merrit Jones became a lumberman in Asheville, North Carolina. A. Sidney Jones (either Algemon or Alfred Sidney Jones) operated a "laundry service" at Salisbury (*Railroading in the Carolina Sandhills: Volume 3*, page 46). Under the presidency of L. J. Jones, the Hoffman and Troy Railroad expanded to the northwest. Starting at the junction with the A. H. Page tram railroad, the Jones line shared the right-of-way built previously by Page in order to access timber west of the junction, and A. H. Page became the traffic manager for the line.

Alexander McNeil ("Alex") Page was a cousin of Adophus High Page, for whom Alex worked before 1895. Alex formed his own logging company, Alex Page & Brothers, and bought his first Richmond County timberland on January 11, 1895 (Deed Book EEE, page 271). That tract was located west of Naked Creek and north of Rocky Fork Swamp. It would be logged to a branch of a soon to be constructed northwestern extension of the Hoffman and Troy Railroad. Alex Page & Brothers went on to log from several additional Hoffman and Troy branches.

The Hoffman & Troy Railroad was recovering from the effects of the Panic of 1893 when misfortune struck again. It came in the form of a forest fire which occurred shortly before February 1898. Evidently, the conflagration especially affected timber under the control of L. J. Jones. A decision was made to liquidate all assets of the Hoffman and Troy Railroad. Thereafter, the line continued to operate under its old name but had a new set of owners headed by Alexander McNeil Page.

L. J. Jones was appointed as the single trustee in charge of liquidation in 1898. Two February 1898 deeds detail the disposition of the railroad. The first, dated February 4th (Deed Book LLL, page 89) appointed L. J. Jones as trustee and transferred a certain group of assets (excluding the roadbed and rails) to him. Jones then proceeded to sell off those assets as best he could. Included in that sale was all real estate owned by the railroad, two Shay locomotives named *Jannie* and *Bill Fitts*, a planing mill and machinery, lumber, livestock, other structures, blacksmith tools, and franchises. Upon disposal of assets and payment of obligations, the surplus was to be divided in the following proportions: A. S. Jones, 200/1799; William M. Jones, 513/1799; J. M. Templeton, 186/1799; Mary E. Whitaker, 226/1799; B. F. Montague, 21/1799; and L. J. Jones, 653/1799.

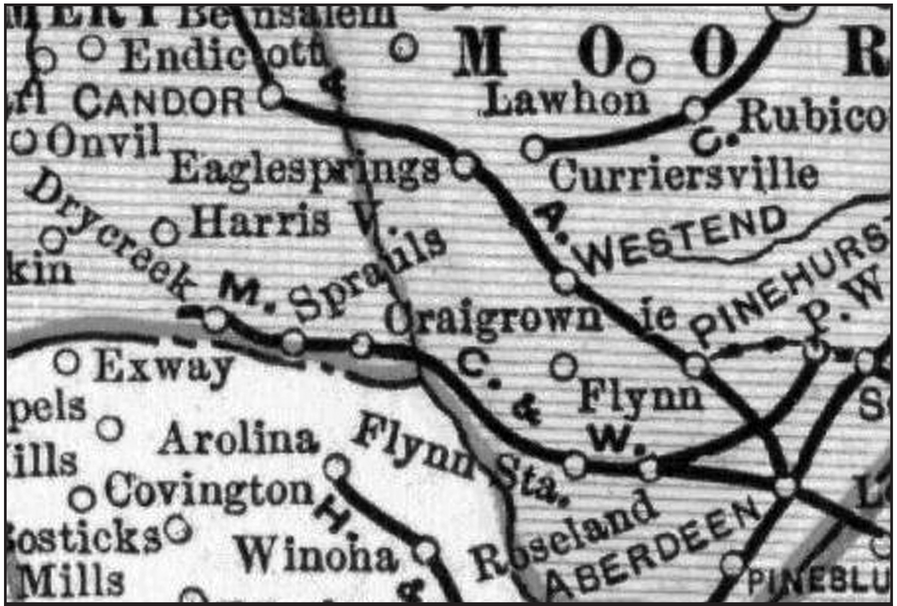
The second deed was signed February 5 (Deed Book NNN, page 206). Therein, Alex Page & Brothers (Alexander McNeill Page, Jesse W. Page, and David A. Page) received certain real and private property which previously belonged to the Hoffman and Troy Railroad. This included "The right-of-way, track, roadbed, cross ties, sidings, rails, spikes, and spike plates now owned by the said railroad company or which it may hereafter from time to time acquire." Interestingly, sureties for the transaction were three sons (Robert N. Page, Henry A. Page, and Junius R. Page) of Allison Francis Page, who was an uncle of the three recipients of that transaction. Alex Page & Company operated the Hoffman and Troy Railroad for the remainder of its existence.


Wadsville
Onvil
Ridge's Cr.
Scarborough
Sulphur Springs
M O O R E
Curriersville
Mount Gilead
Harrisville
Pekin
Clark
Mills
Dry Creek
West End
Manly
Erie Mills
Capols Mills
Paradise
Pattersons Br.
Invernes
Littles Mills
Godfreys
Southern
Powelton
Bostick Mills
Ellerby Spr.
Souder
Aberdeen
Mangum
Covington
Marks Jc.
Malee
Keyser
Lookout
Gibsons Mills
Dudo
Hoffman
Pike
Pee Dee
Rockingham
Beaver
Lilesville
Paris
R I C H M O N D
Cairo
Hamlet
Montpelier
Purcepolis

13-1898 Erroneous Location of Hoffman & Troy RR

Evidently the transactions that took place in February 1898 resulted in some confusion regarding who actually owned the rights-of-way operated by the railroad, and just where they were located. Figure 13 is part of *North and South Carolina*, from Cram's 1898 *Universal Atlas, Geographical, Astronomical and Historical*. This map includes a railroad situated on the west side of Naked Creek. It seems to connect Gibsons Mills with Godfrey. No record could be found to support the existence of such a right-of-way.

Three Shay locomotives are known to have operated on the Hoffman and Troy Railroad: Shop #270 *(Bill Fitts)*, #317 *(Thornton)*, and #494 *(Jannie)*. They were sold at a December 7, 1903 auction (see *The Anglo-Saxon*, November 19, 1903, page 2). At that time, #270 and #317 were based at Hoffman and #494 was in use on the Ledbetter lands.

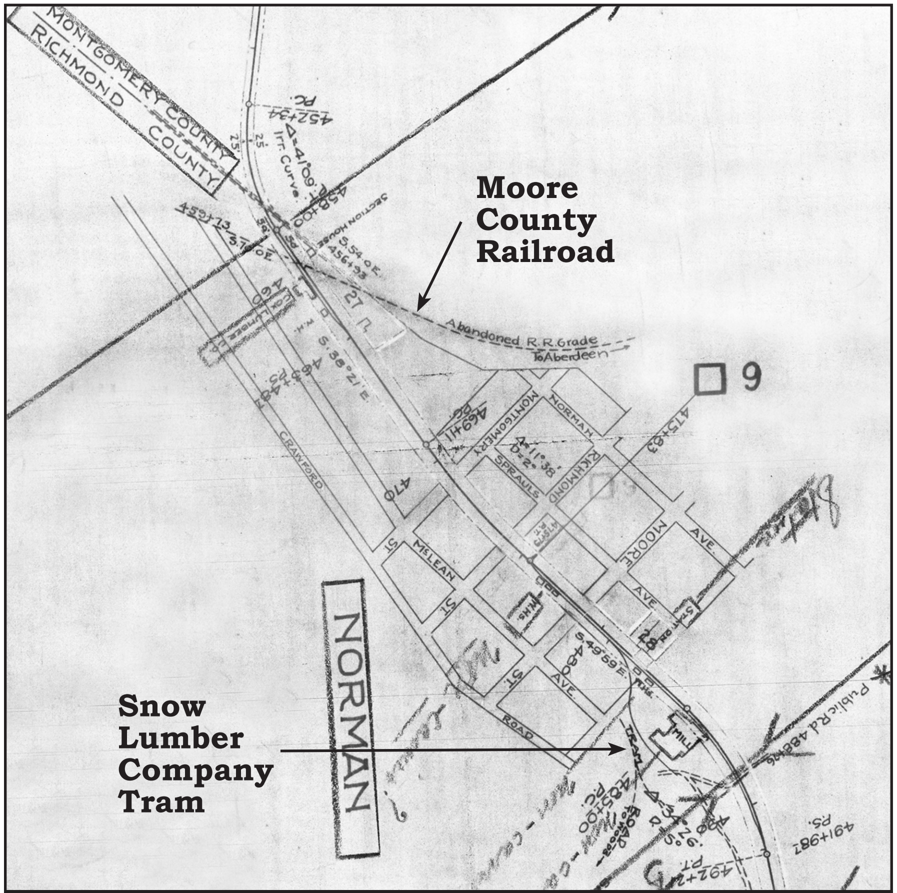

Bensalem
Endicott
M O O R
CANDOR
Lawhon
Rubico
Onvil
Eaglesprings
Curriersville
Drycreek
Harris V.
M. Sprauls
WESTEND
Craigrownie
PINEHURST
Exway
C.
Flynn
pels
Arolina
Flynn Sta.
W.
Covington
Rosseland
osticks Mills
Winoha
ABERDEEN
PINEBLU

14-1901 Map with Sprauls Located in Montgomery Co.

Milton L. Jones acquired all three of these engines. He began using # 270 and #494 at his Thomasville, North Carolina operation in March 1904. *Poor's Manual of Railroads* no longer included an entry for the Hoffman and Troy Railroad in the 1905 issue. It had been abandoned.

The **Snow Lumber Company** of High Point, in Guilford County, began a logging operation about 1910 at a place called, at that time, Sprauls. Sprauls appears in Figure 14, which is part of the 1901 *Tunison's Atlas, Encyclopedia, Gazetteer, and Portfolio of Our Universe, Globe, and Nation*. In that year, it was located on an extension of the Moore County Railroad, called the Moore County & Western Railroad. In 1911, the postal name for Sprauls was changed to Norman, memorializing William F. Norman, the manager of the Snow Lumber Company's operation there. Figure 15 is a 1914 Norfolk Southern Railroad Valuation map which includes Norman. Thereon, a Snow Lumber Company tram right-of-way is visible.

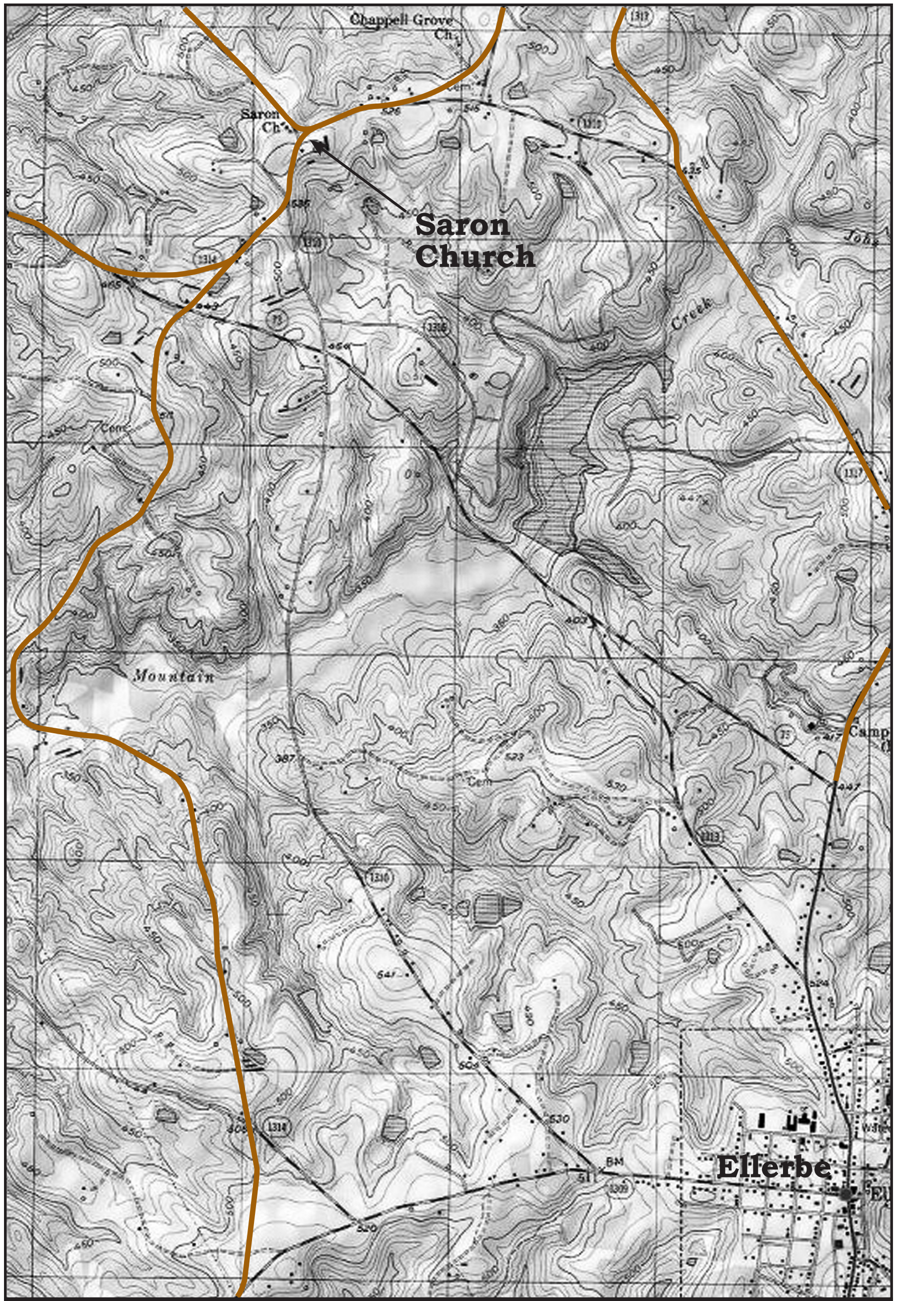
The Snow Lumber Company was using tram railroads in Montgomery County during the decade before Norman became the terminal for its Richmond County tram line. In 1910, a Shay locomotive (Shop #810) was brought to Sprauls (soon to be Norman) from Mount Gilead. It was put to work on a tram railroad leading southwest from Norman. *Railroading in the Carolina Sandhills: Volume 2* (page 104) reports that J. Carl McKenzie was the foreman of the line, and that the tram ceased operating in 1925. That source also narrates: "Snow built a tramway from Norman (at the sawmill) to the Saron Baptist Church area, and to the Pee Dee River area near the home of G. Hines near the Grassy Islands." Figure 16 is a modern-day topographical map of the Saron Church region and the area to the south. Tram grades of the Snow Lumber Company have been added by the author.



15-1914 Valuation Map at Norman (Formerly Sprauls)

The above statements are confirmed by several deeds. "Saron Church" is mentioned as a bound in a 1916 deed recorded on page 392 of Deed Book 102. This property was stated to be in Mineral Springs Township, which distinguishes it from Saron Church Cemetery, located near the northwest end of Saron Church Road in Steeles Township. Deed Book 62 contains several informative documents. A 1910 deed on page 269 mentions Grassy Island Road, Collins Creek, and Martins Creek. Jobes Creek appears in a 1910 deed found on page 266. Another 1910 deed on page 303 includes Ellerbe Springs Church. The Mount Gilead-Rockingham River Road is used as a bound for a 1914 timber deed described on page 456 of Deed Book 102. Book 68, page 192 (1911) mentions New Hope Church in Steeles Township. Possibly one of the last tracts reached by the tram railroad was named in a 1923 deed recorded on page 513 of Deed Book 138. This property was in Steeles Township, in the region of Sugar Loaf Mountain and Big Mountain Creek, near Cagle Grave Road.

In another transaction recorded in Montgomery County in 1910, the Snow Lumber Company bought timber rights on 35 separate tracts of land (Deed Book 51, page 291).



16-Snow Lumber Co. Railroad Near Saron Church

Those properties were located in both Richmond and Montgomery Counties. One of them was located along “Silver Run,” immediately south of the boundary line between the two counties. This raises the possibility that there may have been yet another Snow Lumber Company tram railroad on the west side of Norman. If indeed it existed, it likely would have followed County Line Road to the area of Silver Creek.

During the 1920s, the Snow Lumber Company acquired timber rights in Beaverdam Township and in areas east of Ellerbe, in Mineral Springs Township. These included extensive tracts in Beaverdam Township that had previously been logged via the Hoffman & Troy Railroad. Most of these documents do not mention tram roads or railroads, suggesting that by then, truck logging had supplanted logging by rail.

Duncan B., Kenneth C., and William E., and Phillip Cameron were sons of John A. Cameron. Kenneth C. and at least one brother formed the logging company of **Cameron Brothers**. It operated primarily in the western part of what is now Scotland County, before that county was formed from Richmond County in 1899.

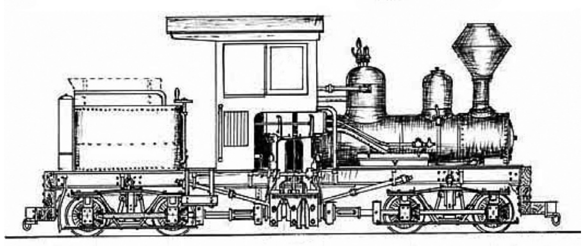
Kenneth C. Cameron purchased his first timberland in November 1893. It was located on the west side of Breakfast Branch. In 1896, additional property was obtained in Williamson and Laurel Hill Townships (on Gum Swamp Creek, Upper Beaverdam Creek, and Crawford Branch), in Marks Creek Township of the current Richmond County (on Crawford’s Branch) and Stewartsville Township (between Shoe Heel and Leach Creeks). Mary Jane Cameron (wife of Phillip R. Cameron) was the grantee in the Stewartsville Township deed (Richmond County Deed Book HHH, page 269), which mentions “Beginning at a stake in Cameron’s tramway.”

It seems likely that the Camerons operated more than one segment of logging railroad, all of which originated on the Seaboard Air Line Railroad. One left the Seaboard mainline immediately west of the border between Richmond and Scotland Counties. Another probably had its origin at Old Hundred.

K. C. Cameron bought a used 34-inch gauge Shay locomotive (Shop #440) for use on his company's tram railway. The year of purchase is unknown. It was delivered to Old Hundred in Scotland County. A second Shay (Shop #452) arrived at Old Hundred about 1895. It was built to a slightly wider gauge (36 inches) and may have operated on a different right-of-way than #440.

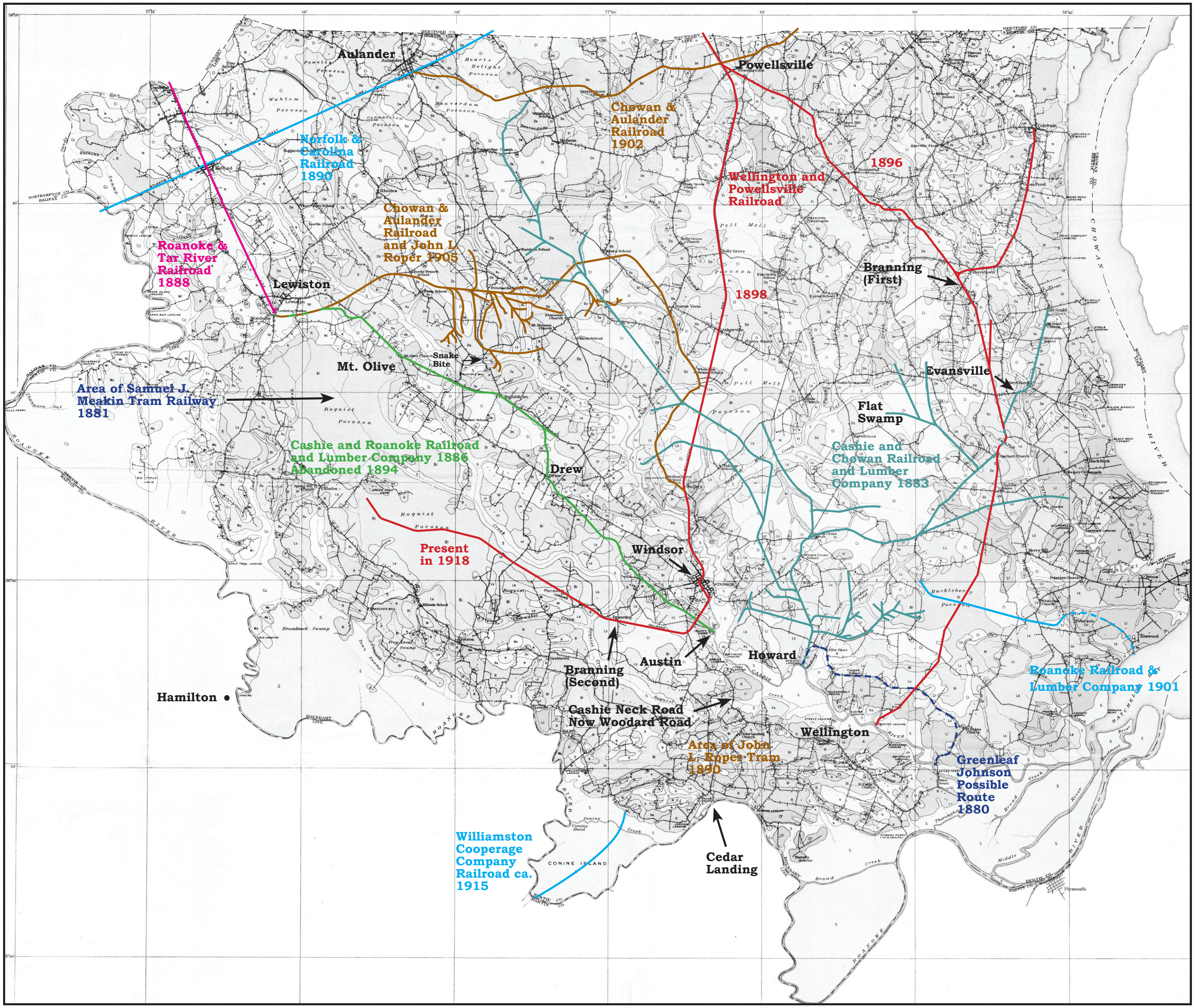
It seems likely that one the Cameron Brothers tram railways terminated at Old Hundred. Rand-McNally & Company's 1893 *Lumberman's Directory* reveals that C. E. Duncan operated a sawmill there. In 1897, K. C. Cameron bought another parcel of timberland (400 acres) in Williamson Township from C. E. Duncan and John C. Trollinger.

The 1903-1907 issues of *NC Yearbook and Business Directory* include both Cameron Brothers and C. E. Duncan with postal addresses at Old Hundred. It is probable that these businesses closed down when the local timber was exhausted. No map has been located that shows where the Cameron Brothers tram railways existed. Although the brothers must have had at least one branch which entered Stewartsville Township, an accurate representation of the location of that right-of-way could not be determined.



Chapter 11

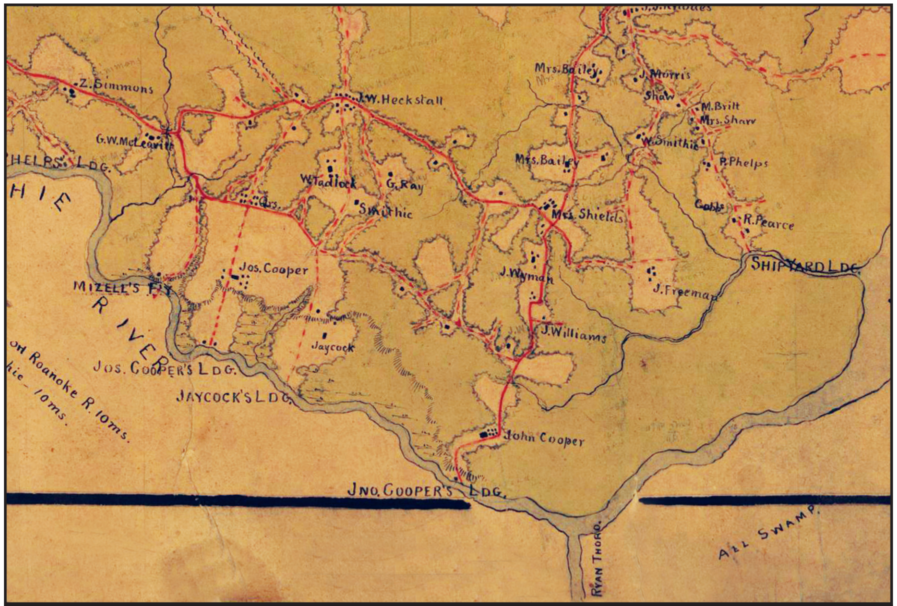
Bertie County


Aulander
Powellsville
Chowan & Aulander Railroad 1902
Norfolk & Carolina Railroad 1890
Wellington and Powellsville Railroad
1896
Chowan & Aulander Railroad and John L. Roper 1905
Roanoke & Tar River Railroad 1888
Lewiston
Branning (First)
1898
Snake Bite
Mt. Olive
Evansville
Area of Samuel J. Meakin Tram Railway 1881
Flat Swamp
Cashie and Roanoke Railroad and Lumber Company 1886 Abandoned 1894
Cashie and Chowan Railroad and Lumber Company 1883
Drew
Present in 1918
Windsor
Howard
Austin
Branning (Second)
Roanoke Railroad & Lumber Company 1901
Hamilton
Cashie Neck Road Now Woodard Road
Wellington
Area of John L. Roper Tram 1890
Greenleaf Johnson Possible Route 1880
Williamston Cooperage Company Railroad ca. 1915
Cedar Landing

Bertie County Railroads

Preparation for the organization that would later be known as the **Cashie and Chowan Railroad and Lumber Company** began in 1878 when Howard N. Johnson, along with John L. Roper, purchased timber rights on several parcels of land in Bertie County. The company was incorporated on March 7, 1883 by Duncan C. Winston, James J. Moore, Greenleaf Johnson, and two of his sons. In 1880, Greenleaf Johnson, Senior, lived in Baltimore with one of those sons, Greenleaf Junior. Howard N. Johnson was the other son. In 1880, he operated the Greenleaf Johnson Lumber Company's sawmill at Norfolk, Virginia.

The Johnsons' intention to log by rail in Bertie County was revealed in 1880. In April, "Greenleaf Johnson & Son" obtained a right-of-way for roads and tramways at Sans Souci (Bertie County Deed Book VV, page 313). The right-of-way crossed the property of the grantor, T. O. Vail, who previously purchased that tract from John Williams. The Johnsons were permitted to land logs there, on the bank of the Cashie River. In the same month, they obtained the right to remove timber from, and a right-of-way across, certain land to the north of Sans Souci. That parcel was owned by John and Mary Williams (Deed Book VV, page 314). It was known as "The Langdale Tract," which adjoined land owned by Daniel Cooper and was part of "The John Cooper Tract." It was further described as "north and west of the Merry Hill Road and north and east of the Jacock's Road." "J. Williams" and "John Cooper" can be seen on part of an 1863 map shown in Figure 1, which was created by the Confederate Engineer Bureau in Richmond, Virginia. At least at the onset, the right-of-way described here must


Z. Simmons
J.W. Heckstall
G.W. McLeavitt
HELPS' LDG.
HIE
RIVER
W. Tadlock
G. Ray
Smithic
Mrs. Bailey
J. Morris
Shaw
M. Britt
Mrs. Sharv
W. Smithic
P. Phelps
Mrs. Bailey
Mrs. Shields
Cobb
R. Pearce
SHIPYARD LDG.
Jos. Cooper
MIZELL'S FY.
J. Wyman
J. Freeman
J. Williams
Jaycock
JOS. COOPER'S LDG.
JAYCOCK'S LDG.
on Roanoke R. 10ms.
hie - 10ms.
John Cooper
JNO. COOPER'S LDG.
RYAN THORO.
ALL SWAMP.

1 1863 Site of Sans Souce nee Jno. Cooper Landing

have been a tram railway powered by animals, rather than a steam railroad, for the deed on page 314 provides that "All the manure raised and made from the team while using said right of way to belong to said parties of the first part [John and Mary Williams] to be removed by them at their expense."

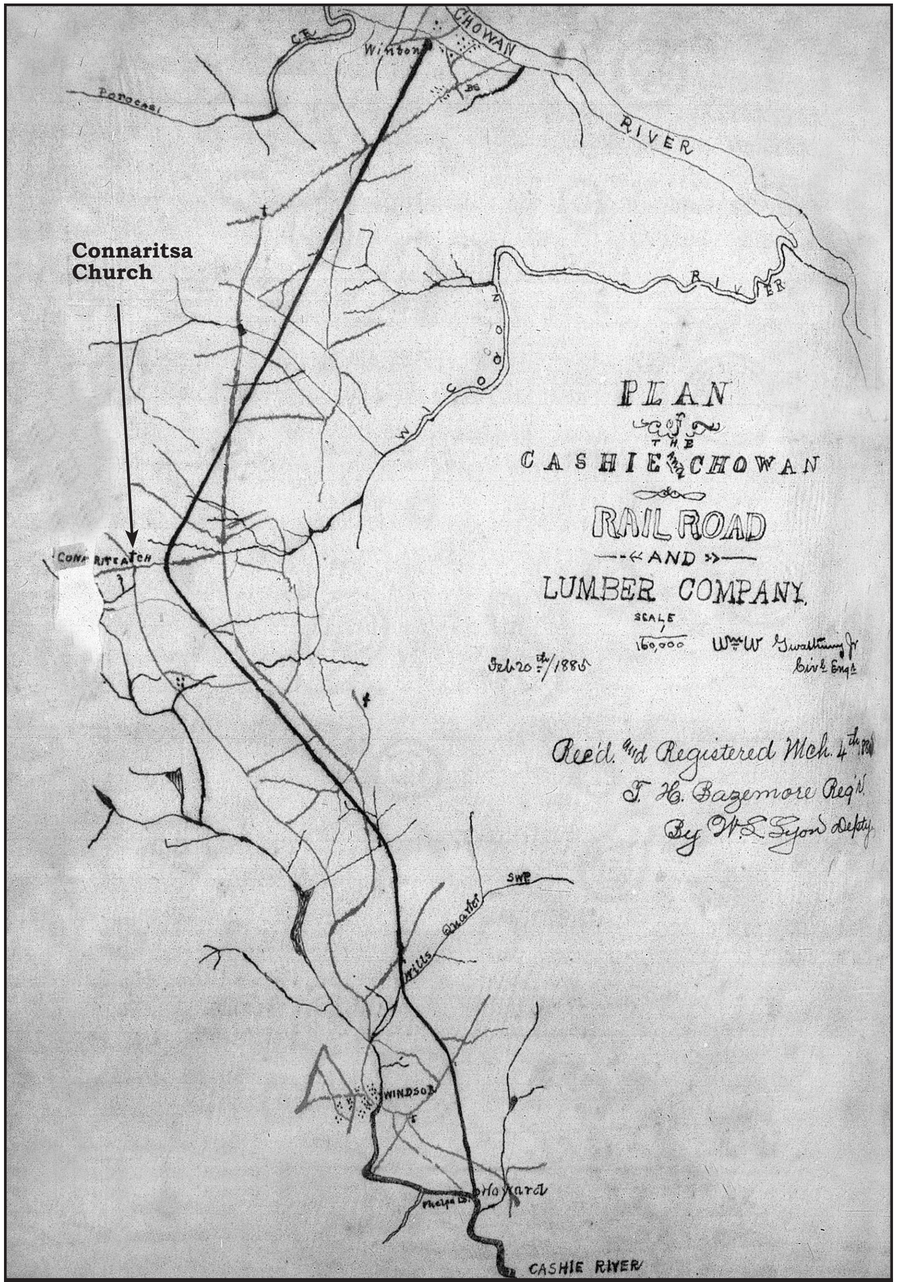
After its incorporation on March 7, 1883, the 1895 edition of *Poor's Manual of Railroads* reports that the **Cashie and Chowan Railroad** was formally organized on October 30, 1883.

By the middle of 1883, the railway at Sans Souci had acquired three steam engines (see the following paragraph). The existing line was used to move track material and rolling stock to the place which later was known as Howard. Howard would become the southern terminal of the Cashie and Chowan Railroad. Describing the situation as it had existed in 1883, the March 1, 1884 Raleigh *News & Observer* noted that: "There is a road from Sans Souci, Bertie County, to a point some miles west. No information in regard to it can be had here, and is desired." However, as reported in an 1884 article published in *Railroad Gazette*, to be presented later in this article, the railroad at Sans Souci had already been pulled up by the time this *News & Observer* article appeared.

Describing the operation at Sans Souci, Raleigh's May 23, 1883 *The Farmer and Mechanic* reported on page 4: "Messers. Greenleaf Johnson and Son are doing an extensive business getting timber. . . . They have 12 miles [of] R. R., 3 locomotives, 3 steamboats, and an aggregate of steam power at mills of 535 horse power. The logs were cut here in N. C. [and] hauled from 3 to 7 miles over [the] R. R., put in Cashie River and Simon Creek, 'rafted' and then 'tugged' to Norfolk, 200 miles, before cut into lumber. . . . They are building a road now in Chowan [the author believes that Chowan is a misstatement] and Bertie counties which will eventually connect Windsor on Cashie with Winton on Chowan, a distance of 35 miles." The author could not, with confidence, locate a "Simon Creek" in Bertie County. It might have been the locally used name for a waterway located on the property of D. L. Simon. In the 1880 census of Windsor Township, this Simon family lived on the east side of the township. In January 1883, the widow of D. L. Simon sold a right-of-way for railroads and tramroads to Greenleaf Johnson (Bertie County Deed Book 54, page 106). Another possibility is that "Simon Creek" was a misspelling of Salmon Creek, a waterway located northeast of Sans Souci.

The April 4, 1884 *Railroad Gazette* summarized the progress of construction of the new line that was being built the year before: "**North Carolina Lumber Roads.**-In the list of these roads which we published recently, taken from the Raleigh *News and Observer*, mention was made of a road running from Sans Souci in Bertie County, of which information was desired. This information has now been received and is to the effect that the road was taken up some time ago, but the material was used in building another lumbering road owned by the firm of Greenleaf Johnson & Sons, as follows: *Chowan & Cashie*-This new road extends from a point on the Cashie River in Bertie County, which has been named Howard [after Howard N. Johnson], northward 8 miles into Hertford County. It is 3 ft. 6 in. gauge and is used for hauling lumber. The owners have a charter for the extension of the line to Winton, N. C. Mr. Howard Johnson, of Berkeley, acts as manager of the road."

Figure 2 is a map produced in 1885 and preserved on page 540 of Bertie County Deed Book 55. It reveals the right-of-way envisioned for the railroad a couple of years after it went into operation. Two visible terminals were at Howard (on the Cashie River, in the south) and Winton (in the north, on the Chowan River in Hertford County). The right-of-way led northwest from Howard, eventually paralleling a road which corresponds to modern-day Early Station Road. It reached Hexlena Road at a place approximately 4,000 feet east of Highway 305. The author


Winton
CHOWAN
RIVER
Potocasi
Connaritsa Church
RIVER
PLAN of THE CASHIE & CHOWAN RAILROAD AND LUMBER COMPANY
SCALE 1/160,000
Feb 20th/1885
Wm W Gwaltney Jr Civil Engr
Rec'd. and Registered Mch. 4th
T. H. Bazemore Reg'r
WINDSOR
Howard
CASHIE RIVER

2 1885 Cashie & Chowan Railroad and Lumber Co.

discovered no aerial photographic evidence suggesting that the railroad was extended north of that location. No deeds having the Cashie and Chowan Railroad and Lumber Company or Greenleaf Johnson, as grantee, were recorded in Hertford County. This railroad clearly did not reach Winton.

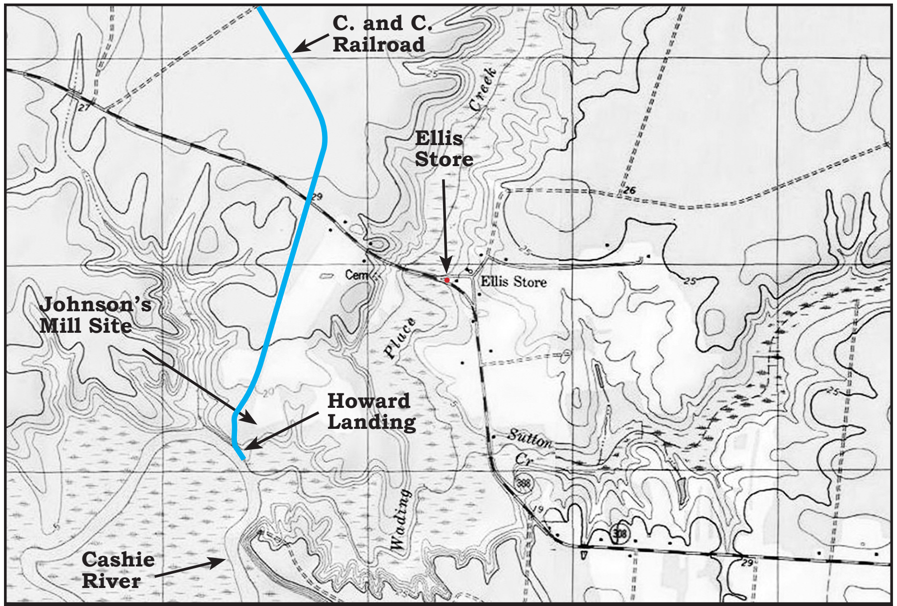
The January 24, 1907 *Windsor Ledger* narrates additional early history of this company: “The Cashie and Chowan Railroad and Lumber Company, located at Howard, four miles from Windsor, down the Cashie River, is a branch of the Greenleaf Johnson Lumber Company, which company represents a capital investment of three and one half million dollars.

“The late Greenleaf Johnson first came to this county and located this plant in 1882. . . . Two hundred men it takes to operate the mill and road and those two hundred men are paid six thousand dollars per month. The mill cuts nine million feet of timber in the course of the year, which is shipped to Baltimore, Philadelphia, New York, and Norfolk. [A] Few days ago, a handsome order was filled for a firm in Hamburg, Germany.

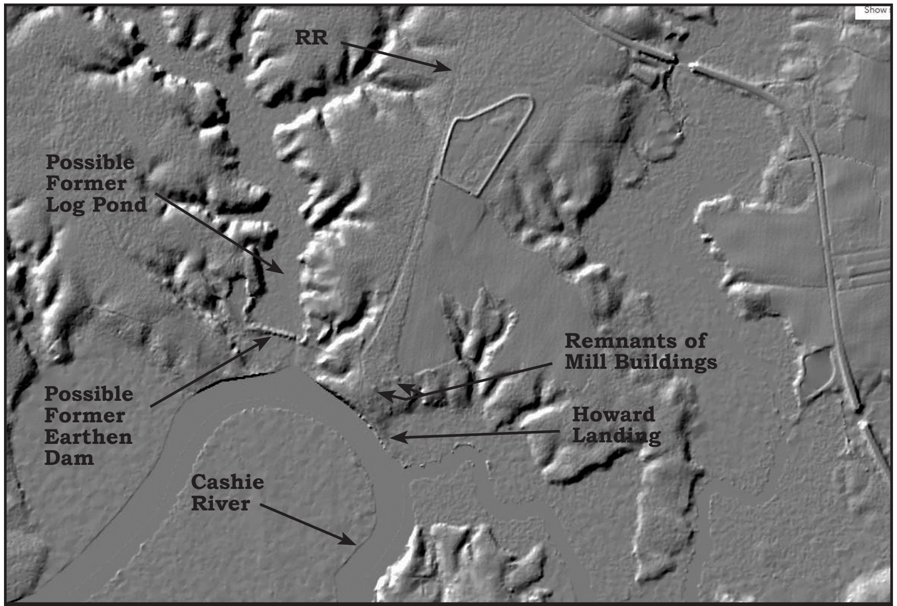
“Two locomotives, making three trips in the log woods per day, together with raft logs purchased on the river, supply the mill [in 1907]. At present, timber is being hauled out of Colerain township, the trains going within four or five miles of the town of Colerain. The company also has timber in the townships of Merry Hill, Windsor, Whites, Mitchell, and Snakebite, enough to last three years, cutting every day.

“The railroad is three and a half feet gauge. . . . The official store of the C. & C. R. R. & L. Co. at Howard, is owned and operated by Mr. J. J. Ellis, a native of Surry County, Va.”

The map displayed in Figure 3 is the result of correspondence with people familiar with the history of the region near Howard. That community was in close


C. and C. Railroad
Creek
Ellis Store
27
29
26
Cem
Ellis Store
25
Johnson's Mill Site
Place
Howard Landing
Sutton Cr
Wading
Cashie River
19
29

3 Geography in the Region of Johnson's Mill


RR
Possible Former Log Pond
Possible Former Earthen Dam
Cashie River
Remnants of Mill Buildings
Howard Landing

4 LiDAR Ground Image in the Region of Johnson's Mill

proximity to Johnson's mill. Several stores were in that vicinity: Baker's Store ca. 1888, J. B. Nicholls' Store ca. 1890, H. D. Miller's Store ca. 1891, and starting in 1907, the store of John J. Ellis. The Ellis Store became known as the mill's official store. However, at the time the mill at Howard closed (about 1912), Ellis moved his store to a new location, on the county road between Windsor and Merry Hill. There, from J. Green and his wife, he purchased a property known as the "E. C. Baker old store lot" and store. The transaction was dated December 9, 1911 and recorded on page 296 of Bertie County Deed Book 160.

Figure 4 is a recent LiDAR (Light Detection and Ranging) image of the surface of the ground in the area where the mill existed. Gerald W. Thomas, who grew up in Bertie County, visited that area several years ago during a time when the Cashie River was unusually low. He found that remnants of Howard Landing were visible due to the temporary condition of the river. On land, bricks from the mill could be seen.

In Figure 4, an apparently man-made feature is visible northwest of the mill site. Local correspondents had no recollection of a dam or log pond being used in conjunction with the mill. However, such features were commonly utilized at larger sawmills in the era when this mill operated. The author was unable to personally confirm or refute the notion that one of the features seen in Figure 4 represented the remains of a dam.

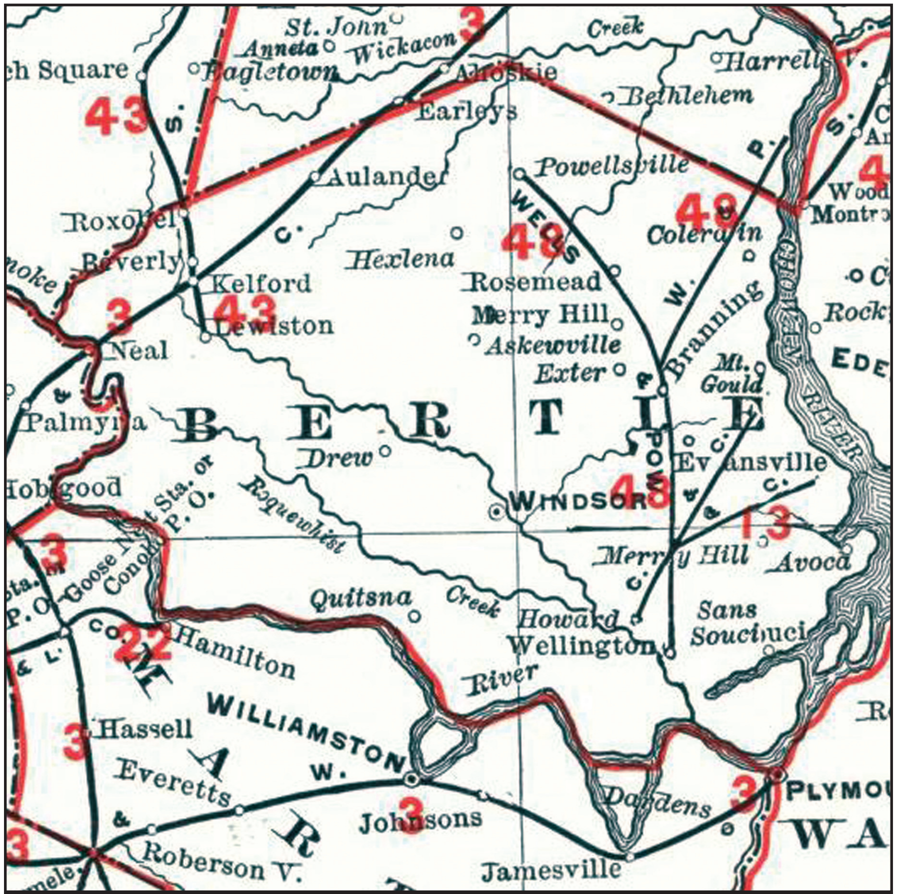
Beginning in 1884, various yearly editions of *Poor's Directory of Railway Officials* and *Poor's Manual of Railroads* provide limited insight into the track plan of the railroad as it evolved over the years.

The 1884 through 1889 editions of *Poor's Manual of Railroads* show a mainline of 8 miles with a terminal at Howard.

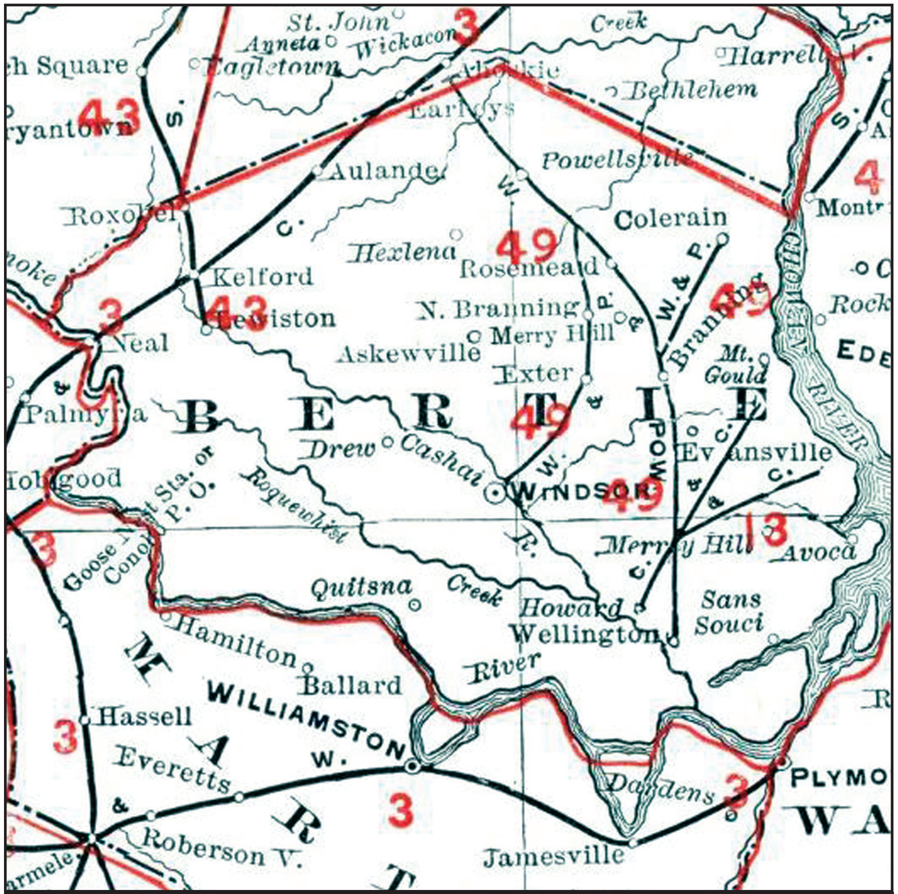
The 1887 edition of *Poor's Directory of Railway Officials* records 30 total miles of track for the railroad and states that the company operated in Bertie and Chowan Counties (The activity in Chowan County may have been carried on by the company's steamboat fleet). In the mid-1880s, Moses Todd, Emma E. White, J. R. Jernigan, and other land owners granted the railroad the right to build its right-of-way through their land. Branches were constructed reaching areas of the county east of the originally constructed mainline.

The 1892 and 1893 editions of the *Directory* report the total length of the railroad as 35 miles, all in Bertie County.

In 1894, the *Manual* narrates "Cashie and Chowan RR.- Howard, N. C. to Cashie River, 22 miles; branches, 8 miles; 4 locomotives and 50 logging cars." A location for the end of the mainline, 22 miles northwest of Howard, is compatible with the region of the Cashie River headwaters. Such a configuration is consistent with the map displayed in Figure 2. Features are visible in aerial


St. John
Anneta
Wickacon
Eagletown
Ahoskie
Earleys
Harrellsv.
Bethlehem
Powellsville
Aulander
Roxobel
Kelford
Lewiston
Neal
Palmyra
Hobgood
Hexlena
Rosemead
Merry Hill
Askewville
Exter
Branning
Colerain
Mt. Gould
Evansville
B E R T I E
Drew
Roquewhist
Windsor
Merry Hill
Avoca
Quitsna
Creek
Howard
Wellington
Sans Souci
River
Hamilton
Williamston
Hassell
Everetts
Roberson V.
Johnsons
Jamesville
Dardens
Plymouth
Chowan River
43
48
3
13
22

5 1896 Map Showing W. & P. RR and C. & C. RR


St. John
Anneta
Wickacon
Eagletown
Ahoskie
Earleys
Harrellsv.
Bethlehem
Powellsville
Aulander
Roxobel
Kelford
Lewiston
Neal
Palmyra
Hobgood
Hexlena
Rosemead
N. Branning
Merry Hill
Askewville
Exter
Colerain
Branning
Mt. Gould
Evansville
B E R T I E
Drew
Cashai
Roquewhist
Windsor
Merry Hill
Avoca
Quitsna
Creek
Howard
Wellington
Sans Souci
River
Hamilton
Ballard
Williamston
Hassell
Everetts
Roberson V.
Jamesville
Dardens
Plymouth
Chowan River
43
49
3
13

6 1900 Map Showing Line from Windsor to Powellsville

photographs of that area from the early 1950s which may represent that right-of-way. That information was considered when drawing the county map on page 1, at the beginning of this paper.

Probably because it was an industrial railroad, as opposed to a common-carrier line, the Cashie and Chown Railroad did not appear in the numerous pre-1896 North Carolina maps reviewed by the author. Figure 5 is part of a Rand, McNally and Company map of North Carolina produced in 1896. Here, the logging railroad is designated as "C. & C." Most of the original mainline of the railroad was not shown on this map. Visible here is the contemporaneous right-of-way of the Wellington and Powellsville Railroad, which had just been completed in 1896.

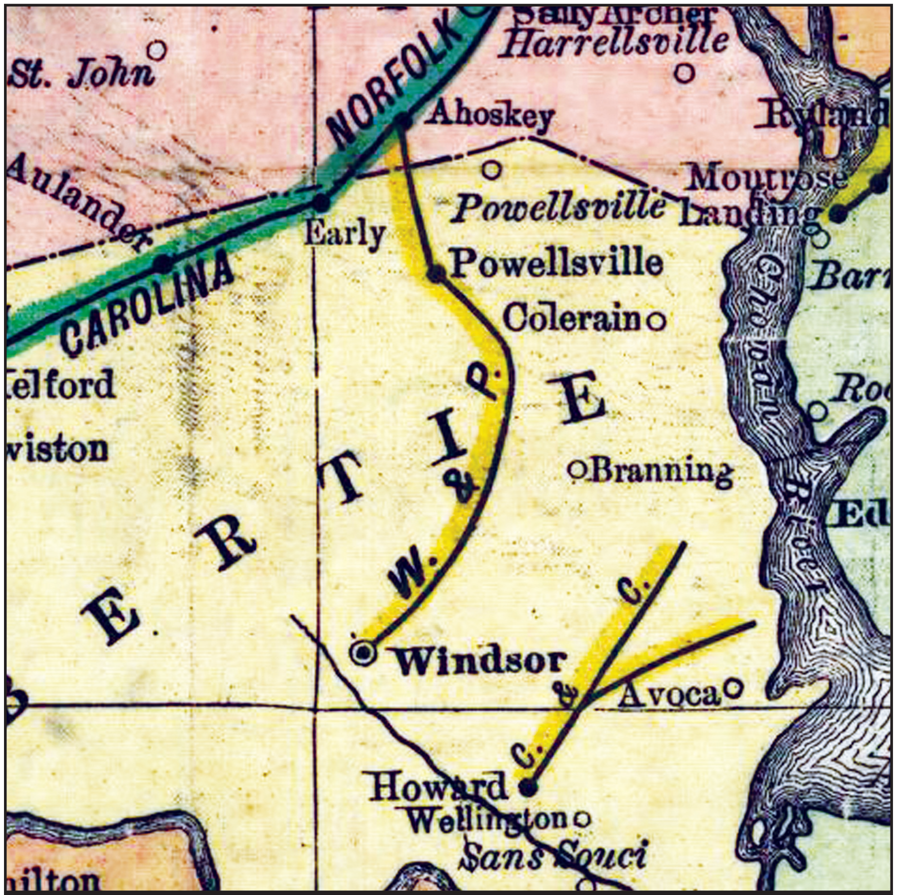
The Cashie and Chowan Railroad was described in the 1896 and 1897 *Manual* as: "Howard, N. C. toward Cashie River, 19 miles; total track, 29 miles." In 1898, the *Manual* noted: "Howard, N. C., to Swamps, 22 miles; total track, 29 miles." In the 1899 *Manual*: "Howard, N. C., to Swamps, 22 miles."

Figure 6 comes from the 1900 version of the Rand, McNally and Company map presented in Figure 5. The Cashie and Chowan Railroad is represented with the same configuration as in 1896, while the Wellington and Powellsville Railroad added a new line entering Windsor. The 1900 *Railroad Map of North Carolina*, represented in part by Figure 7, suggests that by that year, the Wellington and Powellsville Railroad had abandoned its original line from Wellington to Powellsville.

Figure 8 is part of a 1901 Rand McNally and Company map. The number "24" represents parts of the Cashie and Chowan Railroad which were operating at that time.

From 1901 to 1903, the *Manual* reports: "Howard, N. C., to Swamps, 15 miles." In 1901, the Cashie and Chowan Railroad and Lumber company purchased several properties, along with rights-of-way, from the Branning Manufacturing Company (which had previously operated its own railroad between Wellington and Powellsville). The purchase was recorded on page 198 of Deed Book 109.

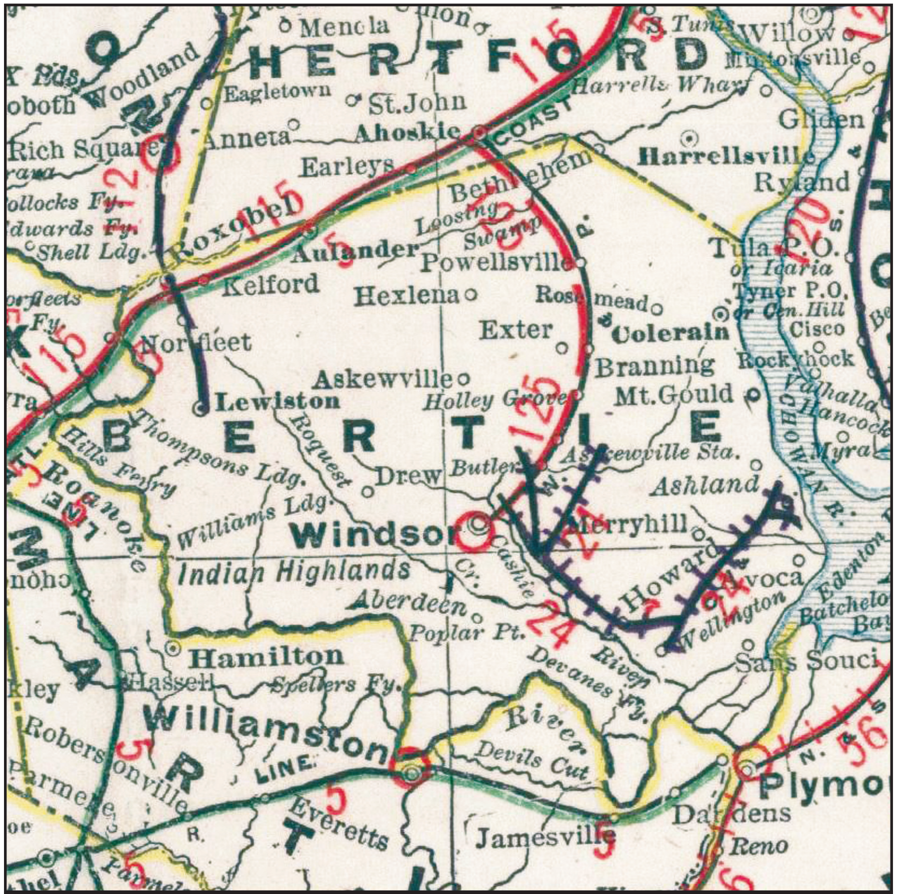
Figure 9 is part of a 1901 map produced by Tunison. It is evident that then, the original Wellington and Powellsville Railroad right-of-way, between those two communities, was being operated by the Cashie and Chowan Railroad (identified as "C. & C.").



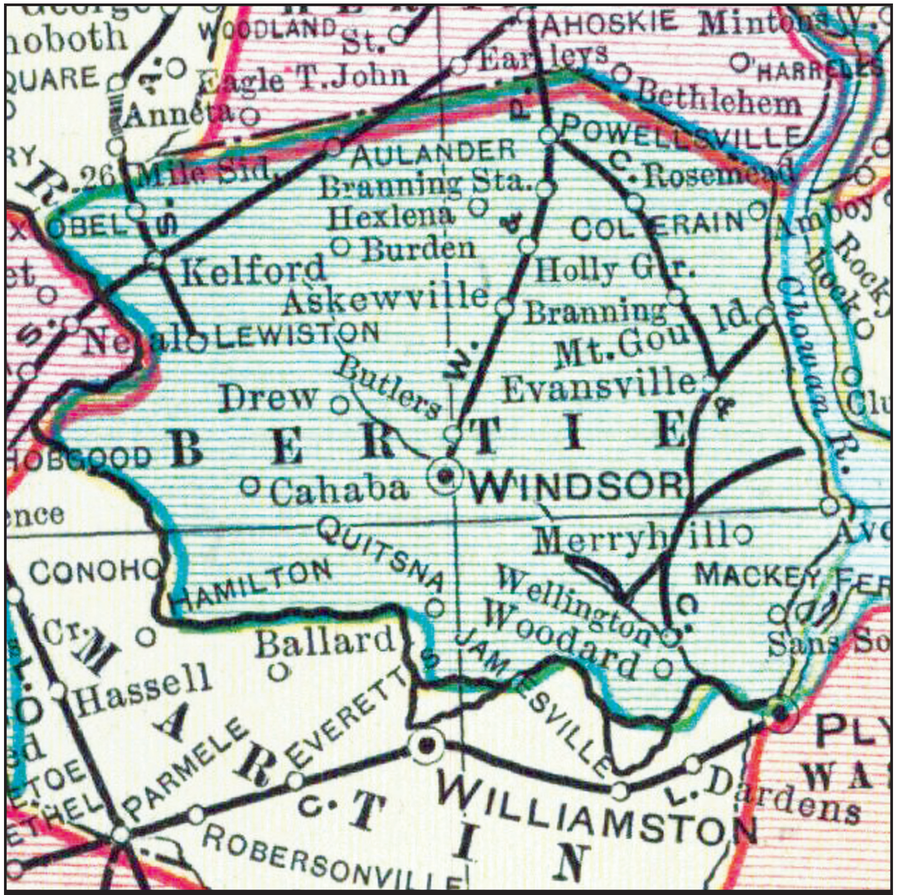
7 1900 Original W. and P. Grade Abandoned

The 1904 through 1907 *Manual*: "Howard, N. C., to timber lands, 7 miles; spurs, etc., 6 miles-total, 13 miles." The *Manual* listed 9 miles of railroad in 1909 and 1910, and 6 miles in 1912. The *Twelfth Annual Report of the North Carolina Corporation Commission for the Year ending December 31, 1910* reports only 2.5 miles of mainline in operation, and the 1911 version had no listing at all for the railroad.

David L. Jennette writes, in *The Windsor Story 1768 – 1968*, that "Greenleaf Johnson ceased operations in Bertie County in 1912 and moved the entire outfit to Norfolk, Virginia. Shortly after this, Foreman-Blades Lumber Company of Elizabeth City purchased Johnson's holding. Forman-Blades, about 1927, began operating several portable mills on the property along the rail lines. . . . In the 1930's, Forman-Blades phased out the portable mills and railroads. Because of the new bridge across the Chowan River and improved roads, they began


HERTFORD
Menola
Woodland
Eagletown
St.John
Ahoskie
Harrells Whar.
Winton
Willow
Mintonsville
Gliden
Harrellsville
Ryland
Rich Square
Anneta
Earleys
Bethlehem
COAST
Roxobel
Aulander
Loosing Swamp
Powellsville
Tula P.O. or Icaria
Tyner P.O. or Cen. Hill
Cisco
Pollocks Fy.
Edwards Fy.
Shell Ldg.
Kelford
Hexlena
Rosemead
Exter
Colerain
Branning
Rockyhock
Norfleet
Askewville
Lewiston
Holley Grove
Mt.Gould
Valhalla
Hancock
Myra
BERTIE
Thompsons Ldg.
Roquest
Drew
Butler
Askewville Sta.
Ashland
Hills Ferry
Roanoke
Williams Ldg.
Windsor
Merryhill
CHOWAN R.
Edenton
Indian Highlands
Cashie
Howard
Avoca
Wellington
Aberdeen
Poplar Pt.
24
Devanes Fy.
River
Batchelor Bay
Sans Souci
Hamilton
Hassell
Spellers Fy.
Williamston
LINE
River
Devils Cut
Robersonville
Parmele
Everetts
Jamesville
Dardens
Reno
Plymouth
115
120
125
5
56

8 1901 C. and C. RR Labelled "24"


Rehoboth
WOODLAND
St. John
AHOSKIE
Mintons
Eagle T.
Earleys
HARRELLS
Anneta
Bethlehem
POWELLSVILLE
AULANDER
Branning Sta.
Rosemead
26 Mile Sid.
Hexlena
COLERAIN
Amboy
ROXOBEL
Burden
Holly Gr.
Rockyhock
Kelford
Askewville
Branning
Chowan R.
Mt.Gould
Norfleet
LEWISTON
Butlers
Evansville
Drew
HOBGOOD
BERTIE
Cahaba
WINDSOR
QUITSNA
Merryhill
CONOHO
HAMILTON
MACKEY FERRY
Wellington
Woodard
Sans Souci
Ballard
Hassell
JAMESVILLE
EVERETT
PARMELE
WILLIAMSTON
Dardens
ROBERSONVILLE
MARTIN
WASHINGTON

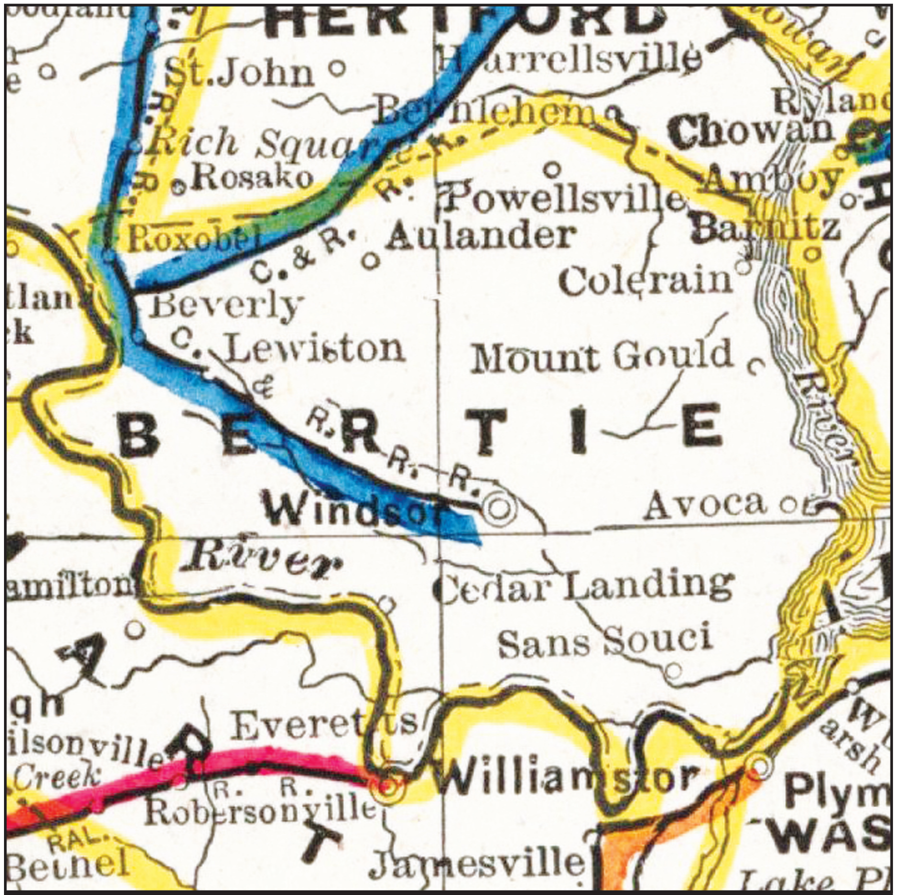
9 1901 C. and C. Using Abandoned W. and P. Grade

hauling logs by truck off their land to the Elizabeth City plant." Parts of this narrative are called into question because the Forman-Blades Lumber Company first obtained real estate in Bertie County in 1906, when it was the grantee of the Elizabeth City Lumber Company properties in Bertie County (Book 138, page 378). However, assets of the Cashie and Chowan Railroad and Lumber Company were not purchased by Forman-Blades until 1922 (Book 223, pages 517 and 518). An article in the July 6, 1923 edition of Elizabeth City, North Carolina's *The Independent* suggests that Roscoe Forman, associated with the Forman-Blades Lumber Company, had developed a logging engine for use in the woods. He invented a set of gears which turned a Ford touring car into a logging locomotive. This suggests that the Forman-Blades operation in Bertie County used trucks for log transport, rather than a railroad.

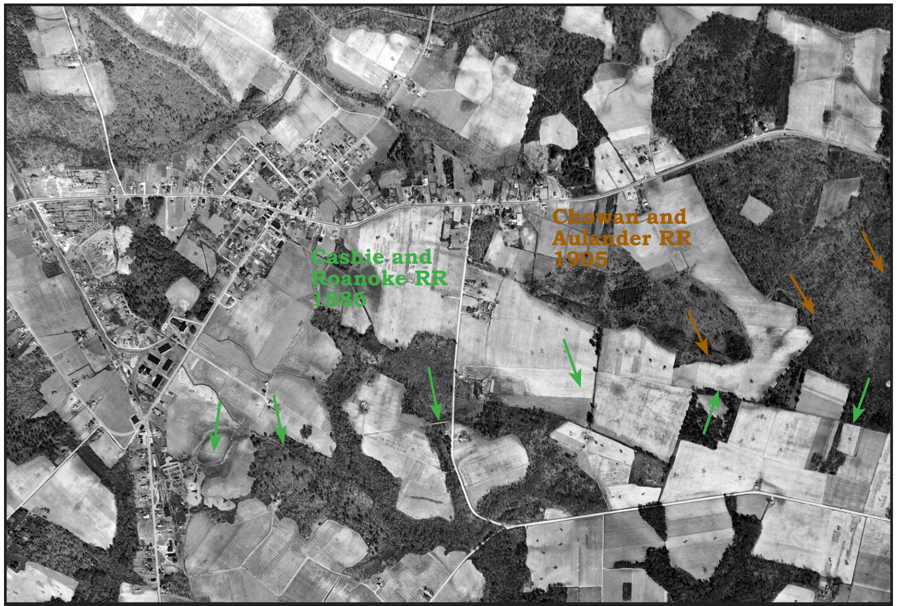
The **Cashie and Roanoke Railroad and Lumber Company** was incorporated on March 4, 1885 by James A. Church, John L. Roper and five others. It planned to build a narrow-gauge railroad from "a point at or near Hill's Ferry, on the Roanoke River in Bertie County, to a point on the Cashie River at or near Simmons' Landing in Bertie County." Its charter was amended to rename the corporation as the **Cashie and Roanoke Railroad Company** on February 1, 1887. Simmons' Landing remained as one terminal, but Lewiston was named as the other end of the line. The March 17, 1887 issue of Winston-Salem's *The Weekly Sentinel* reported: "The Cashie and Roanoke Railroad is completed to Lewiston, Bertie County."

The company milled its harvested timber at a community which grew up south of Windsor. Located on the Cashie River at the place formerly known as Simmon's Farm or Simmon's Landing, the mill town was called Austin. That place is now the site of the Bertie-Martin Regional Jail, at the southeast end of Poor Farm Road.

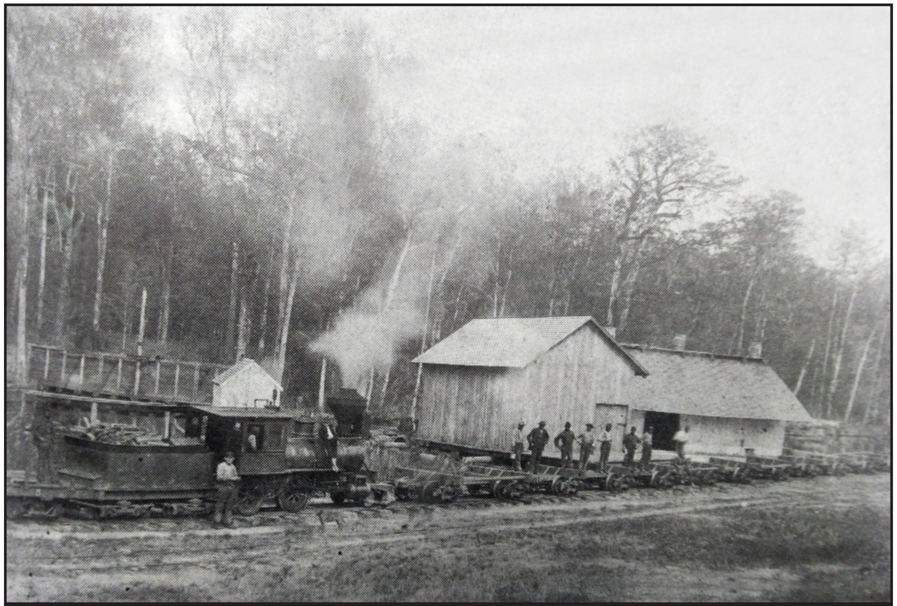
Figure 10 is part of an 1887 Cram map which shows "C. & R. R. R." stretching from Lewiston to the Windsor area. The railroad headed northeast from Lewiston before turning southeast, passing southwest of Windsor to reach Austin. Figure 11 is part of a 1956 aerial photograph showing the area immediately northeast of Lewiston. The still-visible mainline right-of-way is indicated by green arrows, while a subsequently (1905) constructed Chowan and Aulander Railroad grade is indicated by brown arrows.


HERTFORD
St.John
Harrellsville
Bethlehem
Chowan
Ryland
Rich Square
Rosako
Powellsville
Amboy
Roxobel
C. & R.
Aulander
Barnitz
Colerain
Beverly
C. Lewiston
Mount Gould
BERTIE
C. & R. R. R.
Windsor
Avoca
River
Cedar Landing
Hamilton
Sans Souci
Everetts
Williamston
Plym
Robersonville
WAS
Bethel
Jamesville

10 1887 Route of the Cashie and Roanoke Railroad



11 1951 Aerial Photograph at Lewiston



12 Cashie and Roanoke RR Terminal at Austin

The Cashie and Roanoke Railroad had intermediate station stops at communities named Drew and Mt. Olive. The November 30, 1887 *Windsor Ledger* reported: "**Steamer Currituck. Two Trips A Week Between Norfolk And Windsor.** Leaving Norfolk every Monday and Thursday. Returning will leave Windsor every Tuesday and Saturday. Connections made at Austin with C. and R. R.R. to Drew's Station, Mt. Olive, Lewiston and all points reached by this road."

Figure 12 is an undated photograph of the Cashie and Roanoke Railroad's Austin terminal, on the Cashie River. This image has appeared previously in *"The Windsor Story" 1768 – 1968*.

At the time when the railroad entered Lewiston, no other line served that community. But in 1888, the **Roanoke & Tar River Railroad** (later a part of the **Seaboard Air Line Railroad**) was extended to Lewiston from the northwest. It offered direct rail connections to the rest of the country's rail system and as a result, non-timber related traffic on the Cashie and Roanoke Railroad dwindled. Gerald W. Thomas writes in *Bertie County Railroads in the Nineteenth Century* , available at <http://files.usgwarchives.net/nc/bertie/history/other/bertieco276gms.txt> : "Cashie and Roanoke Railroad trains were run to and from Lewiston 'at ruinous loss.' [James A.] Church reportedly 'used every means to stimulate patronage' for his railroad, but 'without effect.' He continued to provide rail service to Lewiston until November 1889, when he had company workers take up two miles of track running into the town . . ." That connection to Lewiston was never reestablished.

The internet source <https://www.findagrave.com/memorial/40995417/john_wellington_branning> accessed January 1, 2025 reports that John Wellington Branning and his brother, Clarence E. Branning settled in Edenton, Chowan County, in the spring of 1888. Reportedly, the Branning's lumber business in Philadelphia had become stagnant and the brothers sought greener pastures in the South. They formed the Branning Manufacturing Company which, late in 1889, gained control of a lumbering enterprise at Austin.

On December 28, 1889, the Cashie and Roanoke Railroad Company and James A. Church sold all the company's standing timber, most of the real estate formerly known as Simmon's Farm, and a barge named "Gilberton" to the Branning Manufacturing Company. The sale price was $185,000. Numerous items located at Austin were excluded from the sale, consisting of rolling stock, railroad track, switches, branches, rights-of-way, blacksmith shop, the depot at Austin and the five acres immediately around the depot, which also contained the company's dock and terminal premises (recorded in Deed Book 67, page 144).

It is unclear why the sale described in the previous paragraph was structured such that numerous parts of the railroad were not included. Possibly, the Branning Manufacturing Company wanted to avoid litigation regarding the withdrawal of rail service to Lewiston, which had occurred just one month before the sale took place. But from a practical standpoint, beginning in 1890, the Branning Manufacturing Company owned and operated the Cashie and Roanoke Railroad.

The Branning Manufacturing Company continued harvesting its remaining timber via the Cashie and Roanoke Railroad and by 1892, the eventual exhaustion of that timberland was foreseen. In a deed dated April 12, 1892 (Deed Book 74, page 426), the Branning Manufacturing Company, along with the Cashie and Roanoke Railroad Company, sold a 306-acre tract of land to the Commissioners of Bertie County. The property was "formerly known as the Simmons Farm and now known as Austin, adjoining the land of H. W. Lyons, the Gray land, A. S. Roscoes Holden land, the Cashie River, and the Cashie Neck road . . . "

The grantors retained "the right to use until January 1, 1894 all the railroad tracks and all the buildings and structures at and near the depot at Austin and the ground occupied by the track and by the buildings and structures at and near said depot except the two dwelling houses and three negro quarters, for the purpose of the business of said companies, and the right to remove from said premises the engine and car sheds and two ware houses upon the wharf and all rail tracks, iron, rolling stock and machinery on said farm belonging to said companies, and the right to use the river front two hundred feet back for the purpose of getting out the sunken logs in the log pound or pond and to use the same river front not longer than January 1, 1895 [one year after the previously mentioned January 1, 1894], the sawdust from the said logs, if sawed there, to be put into the swamp and not on the high land."

Thus, the Branning Manufacturing Company was already in the process of phasing out its Austin operation when the full effect of the Panic of 1893 was felt. At the same time, it was also building a separate right-of-way farther east, at a new community named Wellington. The September 5, 1893 issue of *The Progressive Farmer*, taken from the *Windsor Ledger*, reported: "We learn that the Branning Manufacturing Company has shut down all its work including the mills at Edenton and the C. & R. R.R. *at Wellington* [author's italics]. Owing to the stringency in the lumber market, a large number of men are thrown out of employment." Later, in 1895, the February 8 issue of *Railroad Gazette* reported that during 1894, the Cashie and Roanoke Railroad had abandoned fifteen miles of its line in Bertie County. This was the residual track at Austin.

The community of Wellington was located on the north side of the Cashie River at a place known formerly as Jacock's (or sometimes, Jaycock's) Landing. It was named in honor of John Wellington Branning. Construction on the initial right-of-way (which thereafter became the **Wellington and Powellsville Railroad** after it was chartered in October 1893) was begun at Wellington by the Cashie and Roanoke Railroad. On October 23, 1893, the newly chartered line acquired that right-of-way from the Cashie and Roanoke Railroad (Bertie County Deed Book 80, page 155).

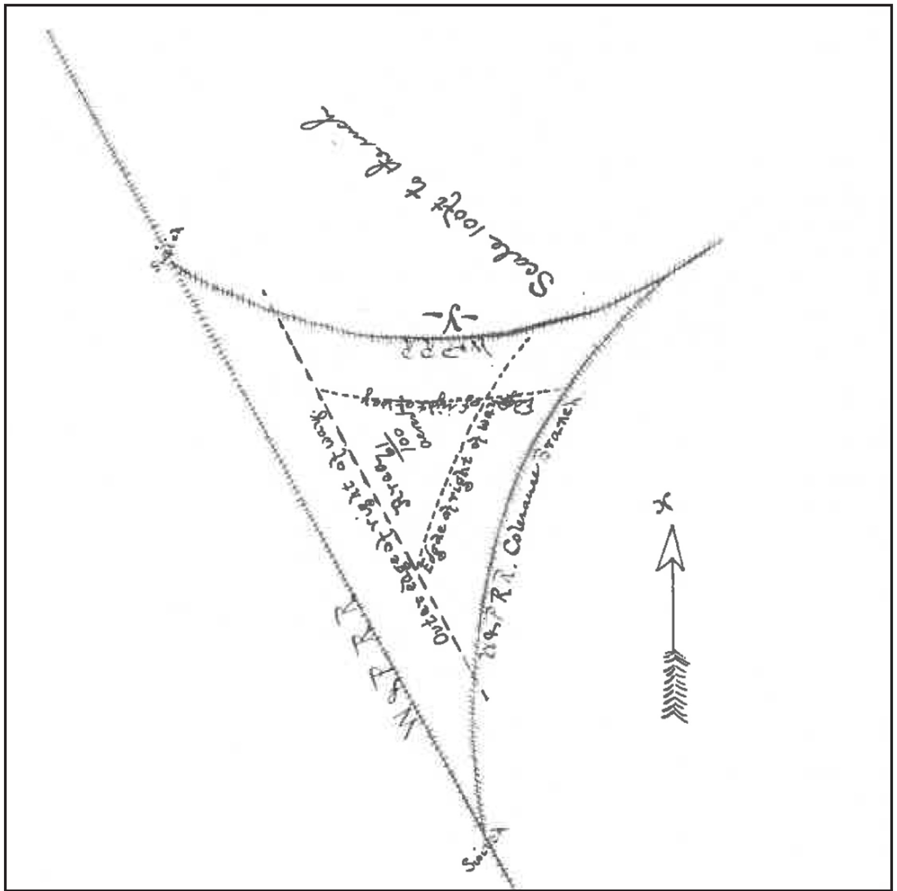
The purchased assets were: "the road bed of said Cashie and Roanoke Railroad Company from Wellington in Bertie County to Biggs Mill in same county being about ten miles, all of its terminal buildings, stations, docks, (and other items) its – switches being about twenty, its – rails consisting of about eight hundred forty eight (848) tons of twenty pound steel rails [enough for about 7.5 miles of track], its – splice joints – consisting of eleven thousand eight hundred eighty 11,880, its – spikes being about forty eight thousand six hundred (48,600) pounds, its – right of way its – locomotives consisting of three its – logging cars consisting of forty five (45) its flat cars consisting of three (3) & its- passenger coach."

It is possible that the ten miles of right-of-way were merely graded and the rest of the track material and rolling stock might still have been at Austin, awaiting transfer to Wellington, if not already at Wellington. The exact location of Biggs Mill could not be determined. However, a location ten miles north of Wellington would correspond to a point approximately 0.5 mile north of the junction of modern-day Highway 45 and Jeff White Road.

Acquisition of the right-of-way for the Wellington and Powellsville Railroad required crossing the preexisting Cashie and Chowan Railroad in at least one place. The management of the C. and C. did not want to allow the crossing and filed suit against the W. and P., accusing it of incorporating solely for the purpose of condemning private property. The case was heard in New Bern on December 6, 1893 and the right of the W. and P. to cross the C. and C. was affirmed. The case was appealed to the Supreme Court of North Carolina, where the ruling was again upheld (North Carolina Reports, February 1894, Volume 114, page 424 - <https://digital.ncdcr.gov/Documents/Detail/north-carolina-reports-1894-february-v.114/128249?item=332167>).

The July 11, 1895 *Windsor Ledger* reported under "Merry Hill Mumblings" that "The new train is out on the road. She came out today to try the road to see how she can run. They can put logs in at Wellington now."

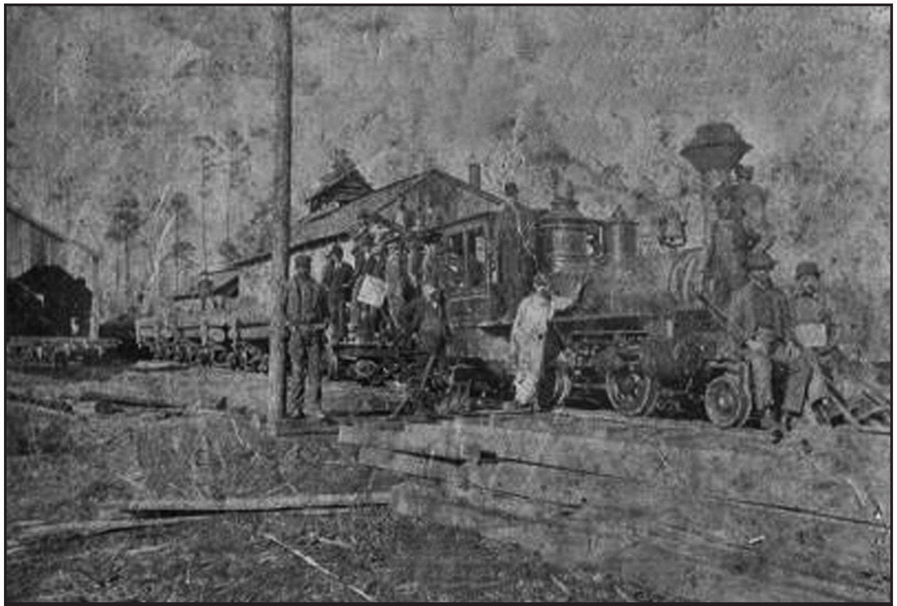
Another snag in construction of the Wellington and Powellsville Railroad occurred in the region of Perrytown. The railroad wished to cross land owned by the heirs of Jeremiah M. Perry (Perry had died on July 2, 1884, leaving several children under the age of 21). The situation was complicated by the fact that a guardian for the underage children had not yet been appointed. The heirs (the plaintiffs) did not wish to grant a right-of-way across their collective property. The case was presented to the Bertie County Superior Court in September 1895 and a map of the property in question was included in court papers, then filed in Bertie County Deed Book 86, page 578. That map appears in Figure 13. Note that the railroad's branch line to Colerain was to join the mainline at the property under consideration. The case was finally decided on January 20, 1896 and the right-of-way was granted. However, the heirs were awarded $225 in



13 1895 Map of W. and P. RR and Branch to Colerain

compensation. Figure 14 is a photograph from this area, labelled: “Brandon [perhaps a misspelling of ‘Branning’] Station – Perrytown railroad stop - 1896 was now on land owned by Tom Slade & Clyde’s shop.” Note the engine house on the left.

The 1896 edition of *Poor’s Manual of Railroads* includes information about the Wellington and Powellsville Railroad: “*Completed*, [as of] June 30, 1895: Wellington to Branning, N. C., 18 miles; *branch*, Dukesville to Colerain, N. C. 8.5 miles – total 25.5 miles. Gauge, 3 feet. . . . At present used chiefly as a logging road; on its completion to Powellsville will be opened for public use.” W. W. Duke, who resided at Branning, NC, was the Chief Engineer. Note that the branch to Colerain originated at a place the railroad called “Dukesville,” rather than at “Branning.” James A. Church was a member of the Board of Directors.



14 1896 Photograph at Branning, near Perrytown

In 1897, the *Manual* reported: “*Completed*, [as of] June 30 1896: Wellington toward Powellsville, N. C., 22 miles. Sidings, 6 miles. . . . It is intended to take up the line from Wellington to Powellsville, as that part was built chiefly for logging purposes, and to build a line from Powellsville to Windsor, and from Powellsville to Ohoskie [sic].”

The 1898 *Manual* reported: "*Completed*, [as of] December 31, 1897: Wellington to Powellsville, N. C., 22 miles. Sidings, 6 miles. . . . Construction is now [January, 1898] nearly completed on a line from Ahoskie to Windsor, N. C., connecting at the former place with the Atlantic Coast Line."

From the April 29, 1898 *Railroad Gazette*: "Rails have been laid from Windsor, N. C., to Powellsville, 16 miles, on this line from Windsor north to Ahoskie, and this part of the road is being operated." The October 21, 1898 of the same publication reported that the line had been completed between Windsor and Ahoskie and was opened for business on September 15, 1898.

The Wellington & Powellsville Railroad Company is included in Valuation Docket 689 of Interstate Commerce Commission Reports. It appears on pages 253 through 266 of Volume 114. Page 259 notes: "In addition to the present road owned, the carrier constructed, during the period 1894-1898, about 16 miles of road between Wellington and Powellsville, all of which was abandoned about 1898."

The railroad's right-of-way between Wellington and Powellsville was operated for just a few years before being abandoned. The exact path used by that line, between Taylors Store Road in the south and Powellsville in the north, was difficult to map out with certainty. The route shown on the map at the beginning of this presentation results from analysis of aerial photography from 1938, historical statewide maps, and various other sources of information.

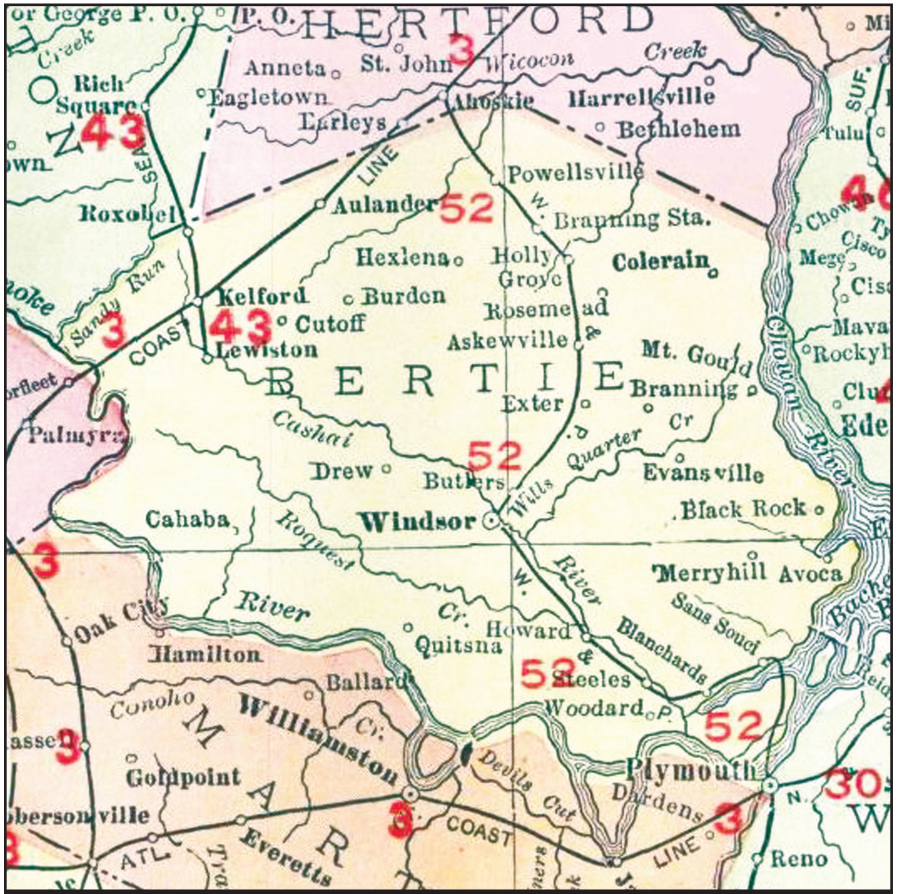
Evansville appears as a community along the line on several maps (see Figures 5, 6, and 9) from around 1900. However, it is absent from the 1918 *Soil Map* used as the basis for the county-wide map on page 1. The US GenWeb website, at <https://www.ncgenweb.us/bertie/towns.htm> explains: "Evansville is now known as Pine Ridge community. There was a post office there as late as the 1910's. It's ca. 3 miles south of Perrytown, ca. 3 miles east of Todds Cross, ca. 7 miles southwest of Colerain." This corresponds to the region around the modern-day junction of Pine Ridge Road and Highway 45.

Farther north, another community was known, at that time, as Branning. Figures 5 and 6 suggest that a branch line to Colerain left the mainline a short distance north of Branning. That junction point was on the property of the heirs of Jeremiah M. Perry, who died in 1884. His heirs sued, unsuccessfully, to keep the railroad from crossing their property. Figure 13 is a map which was filed in Bertie County Deed Book 86, page 578. See also Figure 14 and the description which accompanied that photograph. It seems reasonable to believe that Branning was near the current location of Perrytown.

Continuing northwest, the line passed through Rosemead as is apparent in Figures 5, 6, and 9. Historically, Rosemead was located at the junction of Nowell Farm Road and Morris Ford Road, although some recent maps show it farther south, at the junction of Morris Ford Road and Perrys School Road.

The 1901 *Manual* mentioned that the railroad operated a 25-mile line between Windsor and Ahoskie and had 20 miles of branches to timber. It had seven locomotives. The Windsor to Ahoskie mileage was reduced to 22 miles in the report that appeared in the 1905 *Manual*. It remained 22 miles thereafter for several years.

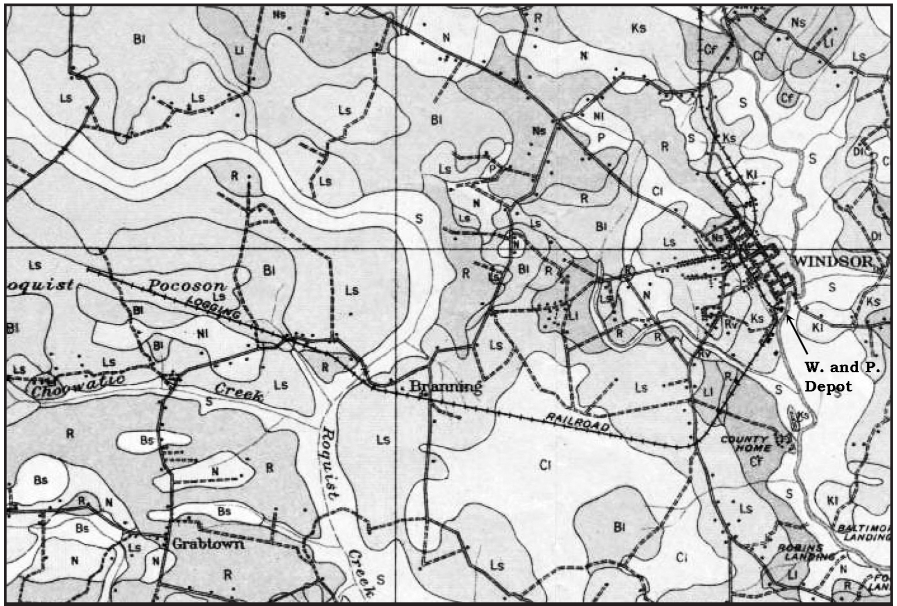
The March 10, 1905 *Railroad Gazette* declared: "Wellington & Powellsville. – This road, which runs from Ahoskie, N. C., to Windsor, 24 miles, has been extended from Windsor southward to Plymouth, 29 miles." Figure 15 is part of a


HERTFORD
BERTIE
MARTIN
Windsor
Aulander
Powellsville
Branning Sta.
Colerain
Kelford
Lewiston
Askewville
Exter
Branning
Butlers
Sans Souci
Merryhill
Plymouth
Williamston
Chowan River
Roquest River
Cashai
Wills Quarter

15 1906 Map Includes Unbuilt Windsor-Plymouth Line

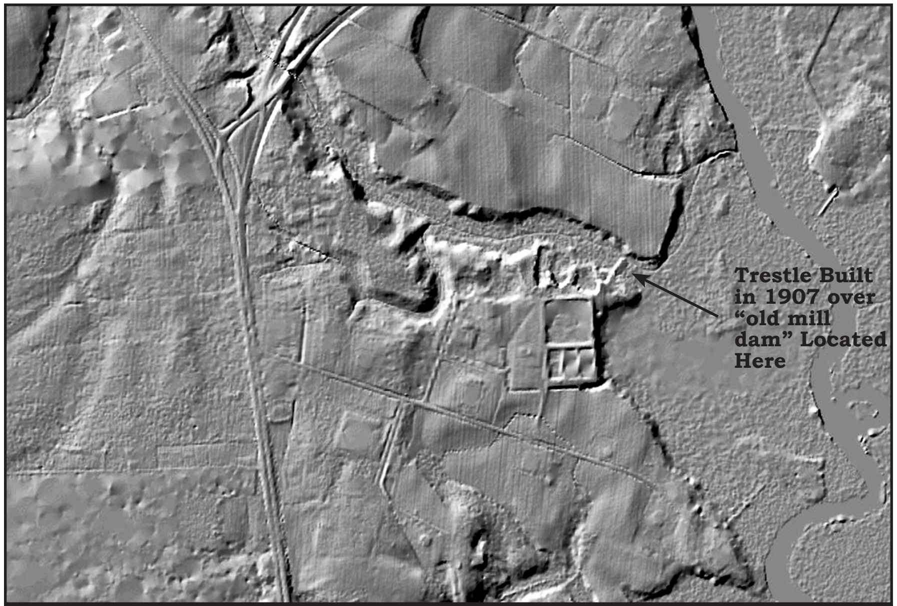
1906 Rand, McNalley & Company map of North Carolina which purports to show that extension. However, this 29-mile right-of-way was not actually constructed. Within Bertie County, in editions from 1905, 1906 and 1907, the *Annual Report of the Board of Railroad Commissioners of North Carolina* lists either eighteen or twenty total miles of track for the Wellington and Powellsville Railroad.

What did occur in 1905 was that the Wellington and Powellsville Railroad established a wharf and warehouse at Sans Souci. The April 20, 1905 *Windsor Ledger* reported: “Ordered that the permission be and is hereby granted the Wellington & Powellsville Railroad Company, to build and maintain in the waters of the Cashie River a wharf and warehouse thereon immediately fronting the public road terminating at Sans Souci, for the purpose of freightage provided, however, that said wharf shall not interfere with the crossing of the river at said landing, or with navigation in said river, or at said landing.”

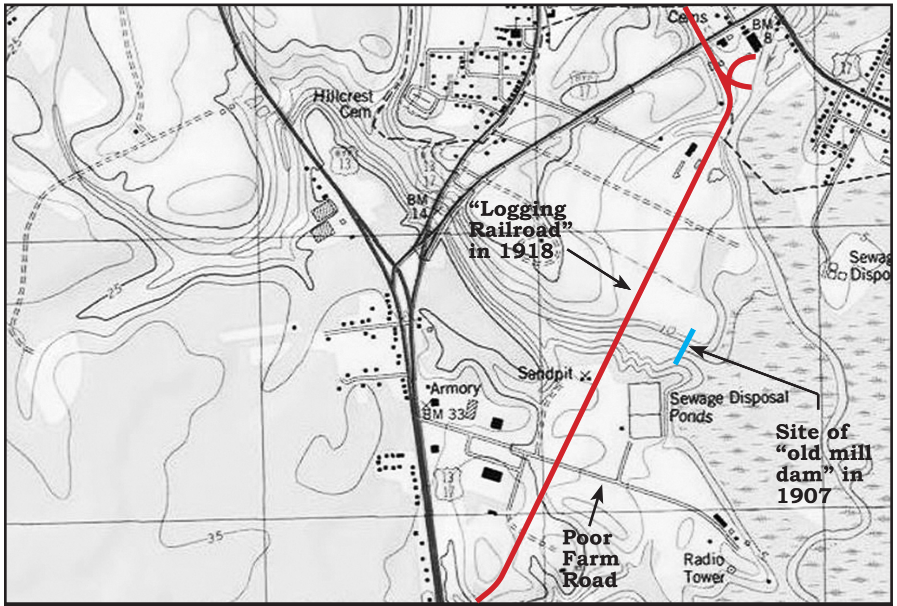

WINDSOR
W. and P. Depot
Pocoson Logging
Branning
Railroad
Roquist Creek
Grabtown
County Home

16 1918 “Logging Railroad” West of Windsor

Figure 16 is a part of the 1918 *Soils Survey Map* of Bertie County which displays the area west of Windsor. A right-of-way labelled “Logging Railroad” is visible along with a community named Branning. That place was almost certainly named for the Branning Manufacturing Company, which controlled the Wellington and Powellsville Railroad. The W. and P. is known to have constructed a new track leading to the area south of Windsor in 1907,


Trestle Built in 1907 over “old mill dam” Located Here

17 LiDAR Ground Image in the Area of Windsor


Cems
BM 8
Hillcrest Cem
BM 14
“Logging Railroad” in 1918
Sewag Dispo
Sandpit
Armory
BM 33
Sewage Disposal Ponds
Site of “old mill dam” in 1907
Poor Farm Road
Radio Tower

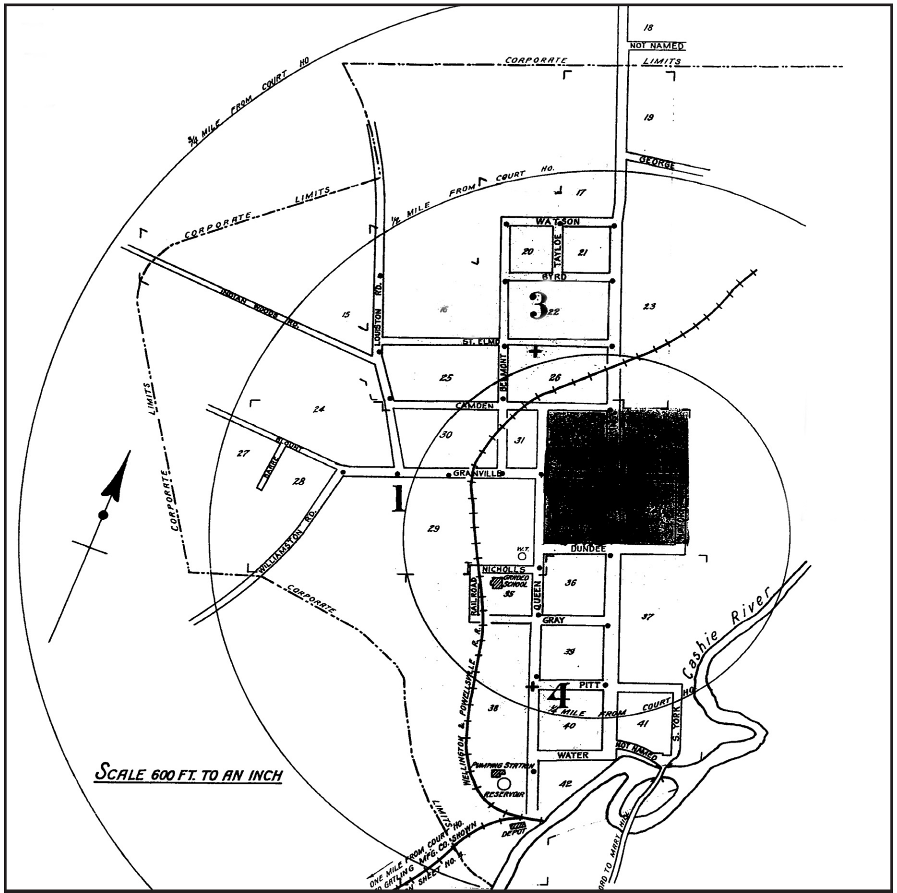
18 Modern Topographical Map in the Area of Windsor

for the July 11, 1907 *Windsor Ledger* reported: “The W. and P. is now building a trestle across the old mill dam between Windsor and Austin.” The referenced “old mill” was the one previously used by the Cashie and Roanoke Railroad Company. Logically, the new trestle would have been used to access timber south of Windsor.

Figure 17 is a recent LiDAR ground image of the area previously known as Austin. Still visible is a remnant of the dam referenced in the preceding paragraph. It was constructed in the mid-1880s, creating a mill pond for use by the Cashie and Roanoke Railroad. The track visible in Figure 16 does not appear to have passed over the precise place where this “old mill dam” was located. Instead, as it travels from Windsor to the southwest, it passes to the west of the position of “the old mill dam.” The “Logging Railroad” visible in Figure 16 does connect to south end of the W. and P. mainline in the area of the Windsor depot (see Figure 19).

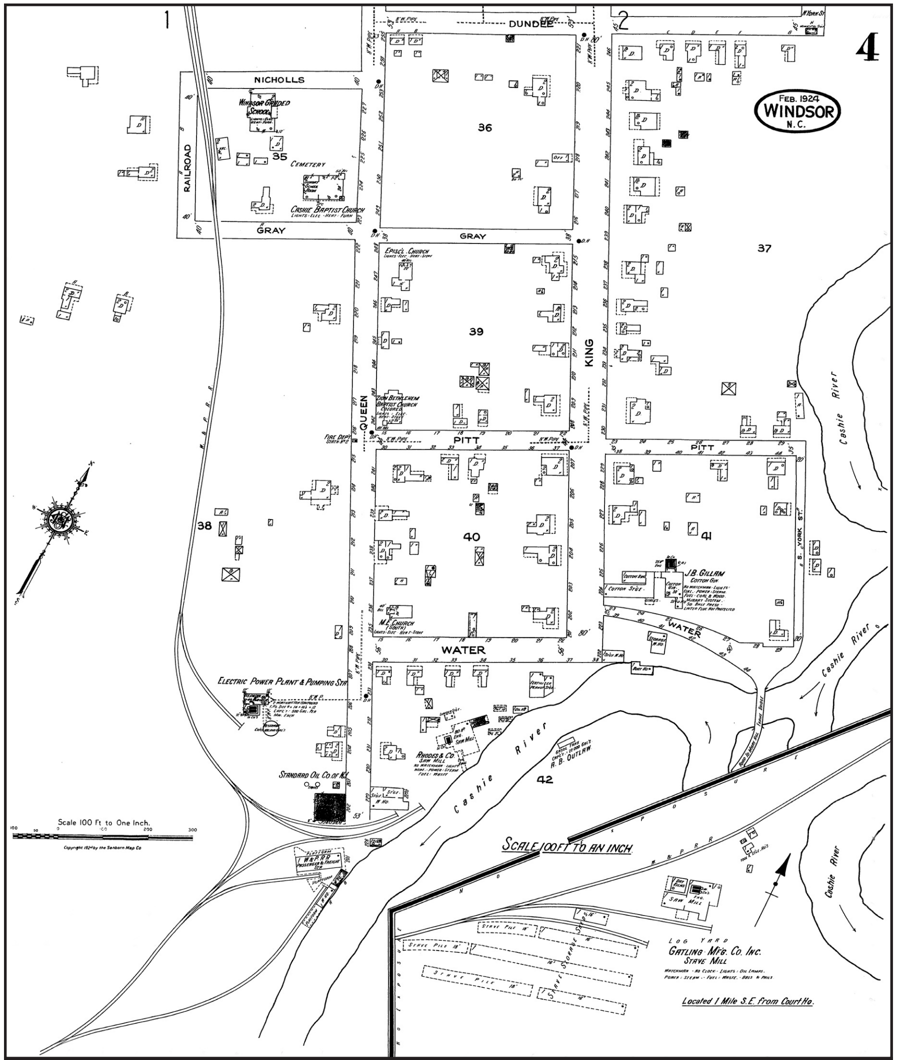
Figure 18 is a modern topographical map of the same area depicted in Figure 17. The path used by the “Logging Railroad” seen in Figure 16 has been added by the author. The position of “the old mill dam” can also be seen.

Figures 19 and 20 present parts of the February 2024 Sanborn Fire Insurance Company maps of Windsor, NC. Figure 19 comes from Sheet 1, which displays the entire town. The track heading to the southwest from Windsor is said to lead to “Gatling Mfg. Co.” The website <https://www.ncgenweb.us/bertie/industry.htm> reveals that Edward Liles Gatling opened a mill on the Cashie River about 1908. Originally called the Windsor Manufacturing Company, the business eventually was known as the Gatling Manufacturing Company. The Gatling mill was located at the southeast end of modern-day Coulbourn Lumber Road. Gatling sold his mill to the Coulbourn Lumber Company in 1928.


CORPORATE LIMITS
NOT NAMED
GEORGE
WATSON
TAYLOE
BYRD
ST. ELMO
LOUISTON RD.
INDIAN WOODS RD.
BELMONT
CAMDEN
GRANVILLE
DUNDEE
NICHOLLS
RAILROAD
QUEEN
GRAY
PITT
WATER
COURT
S. YORK
WILLIAMSTON RD.
WELLINGTON & POWELLSVILLE R.R.
PUMPING STATION
RESERVOIR
DEPOT
Cashie River
3/4 MILE FROM COURT HO.
1/2 MILE FROM COURT HO.
1/4 MILE FROM COURT HO.
ONE MILE FROM COURT HO. TO GATLING MFG. CO. SHOWN ON SHEET NO. 4
ROAD TO MINT HILL
SCALE 600 FT. TO AN INCH
1
3
4

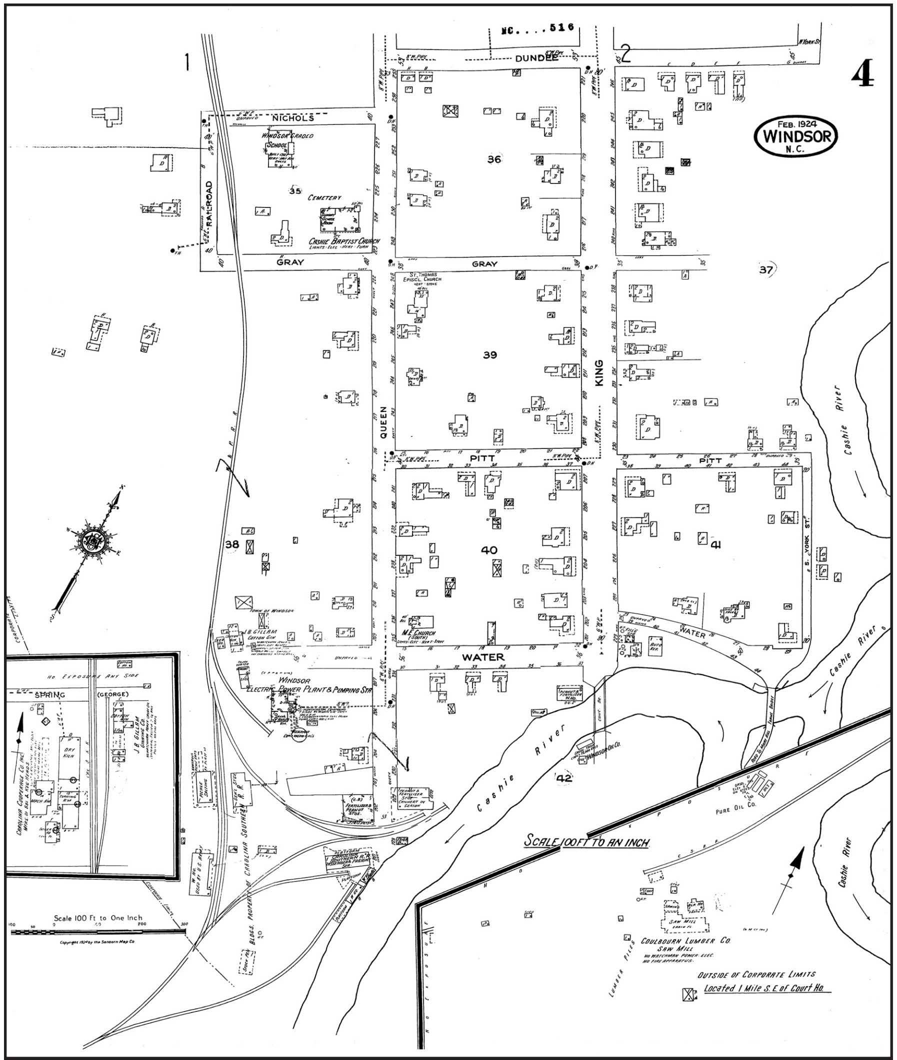
19 1924 Sanborn Fire Insurance Co. Map of Windsor

Figure 20 is part of sheet 4 of the February 2024 Sanborn map. The Wellington and Powellsville Railroad's track plan near the Windsor depot is visible. The Gatling Manufacturing Company's mill can be seen in the lower right corner of the map. That mill was located along the "Logging Railroad" identified in Figure 16 and probably received timber harvested from along that line. The Gatling mill may also have sawed logs brought there over the W. and P. Railroad.


4
FEB. 1924
WINDSOR
N.C.
DUNDEE
NICHOLLS
RAILROAD
GRAY
QUEEN
KING
PITT
WATER
S. YORK ST.
Windsor Graded School
Cemetery
Cashie Baptist Church
Episcl. Church
M.E. Church
J.B. Gillam
Electric Power Plant & Pumping Sta.
Standard Oil Co. of N.J.
Rhodes & Co. Saw Mill
Cashie River
Scale 100 ft. to One Inch.
SCALE 100 FT. TO AN INCH
Gatling Mfg. Co. Inc. Stave Mill
Log Yard
Located 1 Mile S.E. From Court Ho.
35
36
37
38
39
40
41
42

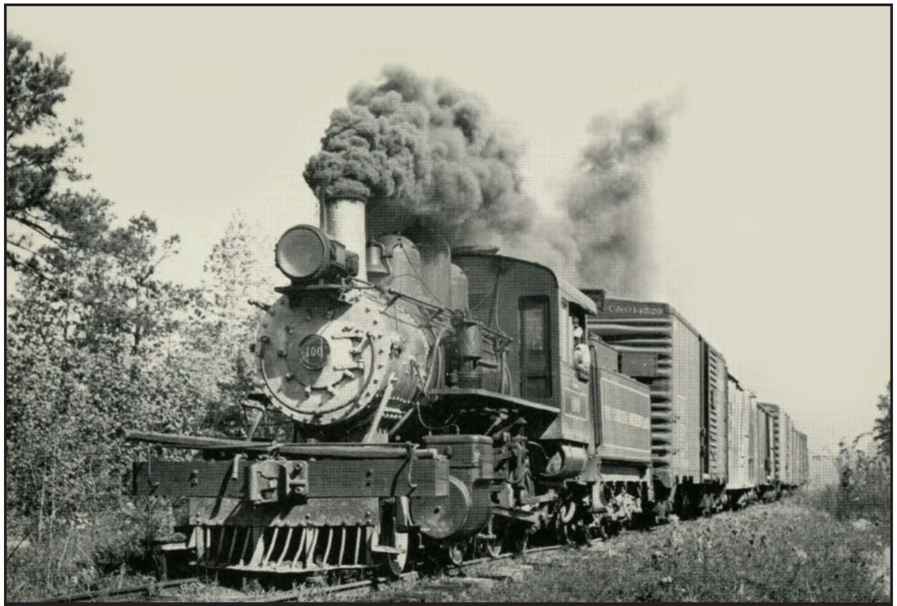
20 1924 Sanborn Map of Windsor, Sheet 4

The Wellington and Powellsville Railroad became insolvent in the 1920s and was sold at auction on February 16, 1926. The new owner was the Carolina Southern Railway, which widened the preexisting right-of-way to standard-gauge. Figure 21 comes from Sheet 4 of the 1933 revision


4
FEB. 1924
WINDSOR
N.C.
1
2
DUNDEE
NICHOLS
GRAY
PITT
WATER
QUEEN
KING
RAILROAD
SPRING
(GEORGE)
35
36
37
38
39
40
41
42
CEMETERY
Cashie Baptist Church
Windsor Electric Power Plant & Pumping Sta.
Cashie River
Pure Oil Co.
SCALE 100 FT TO AN INCH
Scale 100 Ft to One Inch
Coulbourn Lumber Co Saw Mill
Outside of Corporate Limits
Located 1 Mile S.E. of Court Ho

21 1933 Revision of 1924 Sanborn Map at Windsor

of the Sanborn map presented in Figure 20. Here, the depot is labelled "Carolina Southern R. R. Passenger & Freight Sta." In the lower right corner, the Gatling mill has been replaced by "Coulbourn Lumber Co. Saw Mill."



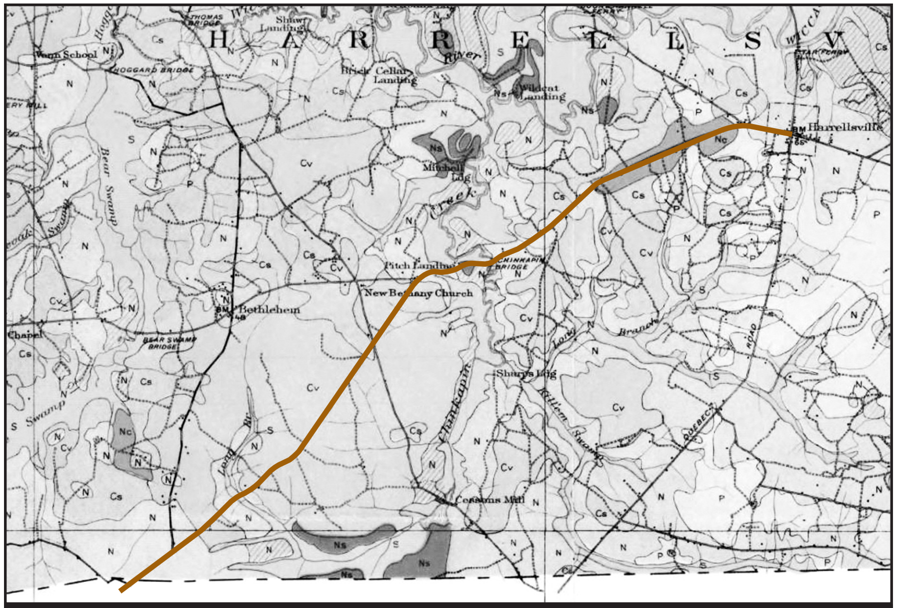
22 1950 Carolina Southern Rwy #100 at Ahoskie

Figure 22 is a 1950 postcard image of Carolina Southern Railway Engine #100 at Ahoskie. A range of factors led to gradually decreasing traffic on this railroad. Eventually, the entire line was abandoned in 1961.

The **Chowan and Aulander Railroad** was incorporated on March 4, 1893. It was authorized to "build or construct and operate the line of a railroad from some point at or on the Chowan River near the town of Harrellsville, North Carolina, to some point at or near Aulander, Bertie County, North Carolina." However, the line did not go into operation until almost a decade later. The 1905 edition of *Poor's Manual of Railroads* reports that the Chowan and Aulander Railroad was a standard-gauge (56.5-inches) logging line which opened in 1902.

The 1905 *Manual* also mentioned that it had terminals at Harrellsville, in Hertford County, and Aulander, in Bertie County. In addition, the line operated a 24-mile mainline and reported a total of 27.75 miles of track. The right-of-way displayed in Figure 23 was added by the author. That figure maps out the route of the Chowan and Aulander Railroad in Hertford County. P. D. Camp, who resided at Franklin, Virginia was president of this railroad, which was a subsidiary of the Camp Manufacturing Company. That business was a major producer of finished lumber and had its central office at Franklin.

The railroad's management planned for future expansion as early as 1903. The company's charter was revised on March 6, changing the authorized terminals to: "some point at or on the Chowan River or Wiccacon Creek, a tributary of said river near the town of Harrellsville, North Carolina, to some point at or near Aulander, Bertie County, North Carolina, or to some point in said county at or near Roanoke River . . ."



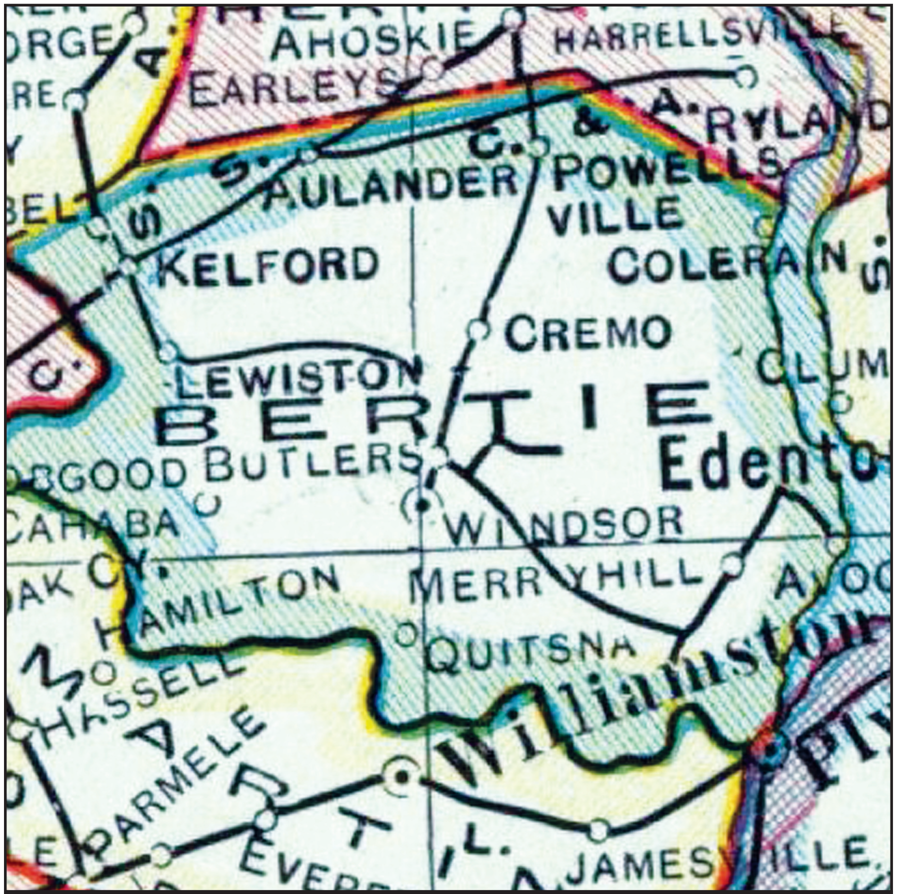
23 Chowan and Aulander Railroad in Hertford County

Several 1905 right-of-way deeds recorded in Bertie County Deed Book 137 confirm that the railroad was actively planning to expand operations. Lewiston would be a new, western terminal. On page 143, Jacob Sharroen granted a right-of-way over his property which was bounded, on one side, by "the Roanoke & Tar River Ry." That line had entered Lewiston in 1888. On page 148, Lewis Bazemore, a resident of Snakebite Township when the 1900 Federal census was taken, granted the Chowan and Aulander Railroad a right-of-way "which is now staked out." This meant that the right-of-way had been surveyed but not yet built upon. In Woodville Township, on page 150, from Charles W. Joyner and on page 152, from J. G. Williams, similar staked out rights-of-way were obtained.

The *Eighth Annual Report of the North Carolina Corporation Commission for the Year Ending December 31, 1906, Compilations from Railroad Returns Are For the Year Ending June 30, 1906* states, under "Property Operated," "From Chowan River to Lewiston (lumber road) .....30 miles." Although this could be interpreted to mean that the company operated a continuous line of railroad between those two points, such a direct connection could not be identified by the author on available maps published during the first decade of the twentieth century, or by examination of aerial photographs from the 1950s. For that reason, the Chowan and Aulander Railroad is depicted upon the map on page 1 as two disconnected segments. In the following year's version (1907) of the *Annual Report*, the "Property Operated" was "From Lewiston to near Cashie River (lumber road) .....13 miles." By then, the original right-of-way, from the Harrellsville area to Aulander, had been abandoned.

Terminal locations remained unchanged in subsequent yearly versions of the *Annual Report* through 1910, which was the last year in which the Chowan and Aulander Railroad appeared in that publication. The 1910 edition of *Poor's Manual of Railroads* mentions that: "In May, 1910, the company stated that the charter of this company would be cancelled in the near future."

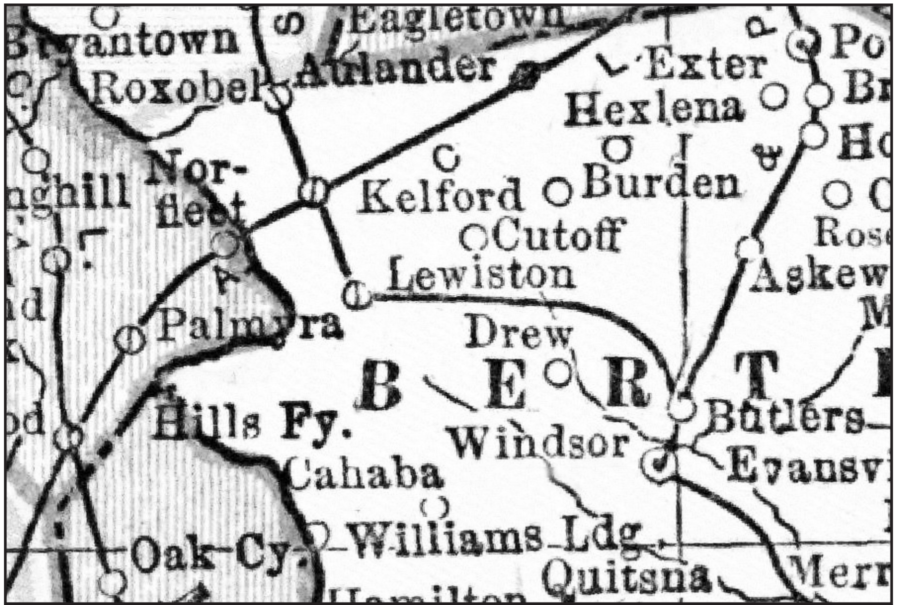
Figure 24 is part of a 1909 Cram map. Note that it displays only the path of the Chowan and Aulander Railroad as it existed in 1905. However, by the time this map was published in 1909, the line was operating exclusively over its new right-of-way between Lewiston and Butlers. Figure 25 is part of a 1911 map of North Carolina produced by Geographical Publishing Company. Although the railroad was probably not in operation at the time, the terminals shown are accurate.


AHOSKIE
HARRELLSVILLE
EARLEYS
S. & C.
C. & A.
RYLAND
AULANDER
POWELLS VILLE
KELFORD
COLERAIN
CREMO
LEWISTON
BERTIE
BUTLERS
Edenton
WINDSOR
CAHABA
HAMILTON
MERRY HILL
QUITSNA
HASSELL
PARMELE
Williamston
JAMESVILLE

24 1909 Map-Two Segments of the C. and A. RR

Figure 11 displays part of the Chowan and Aulander Railroad near Lewiston. Where it entered Lewiston, it reused part of the grade of the Cashie and Roanoke Railroad, which had been pulled up in November 1889.

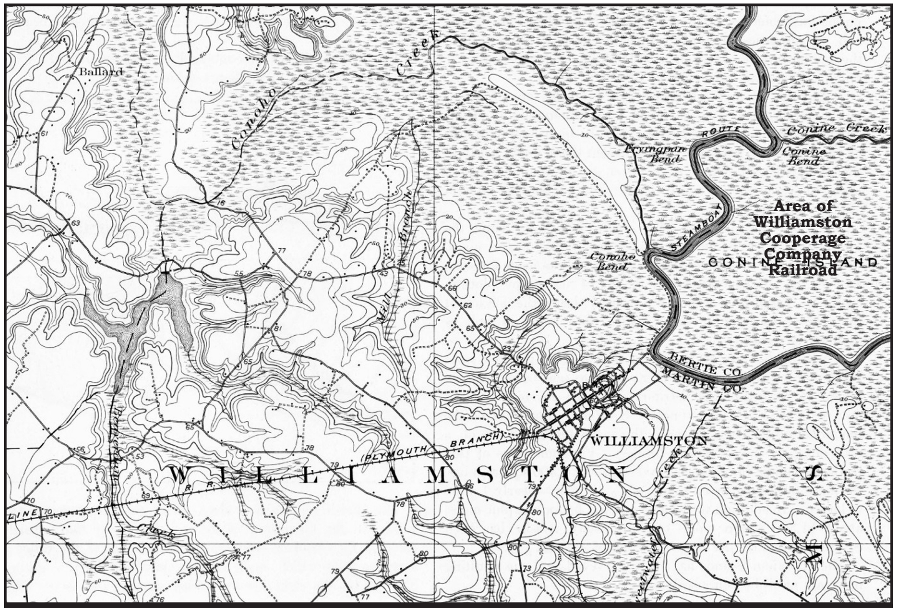
The **Williamston Cooperage Company** was incorporated on August 20, 1912. In addition to making barrels, the company added a sawmill in 1915 to utilize wood not suitable for fabrication of headers (disk-shaped boards


Eagletown
Aulander
Roxobel
Exter
Hexlena
Nor-fleet
Kelford
Burden
Cutoff
Lewiston
Askew
Palmyra
Drew
BERTIE
Hills Fy.
Windsor
Butlers
Cahaba
Williams Ldg.
Oak Cy.
Quitsna

25 1911 C. and A. RR between Lewiston and Butlers

used to seal the top and bottom of a barrel). The April 15, 1915 issue of Williamston's *The Enterprise* reported "The Williamston Cooperage Co. will erect a saw mill in the near future near its present plant. This will utilize some timbers not used in headings, and will prove a profitable investment."

The company is known to have operated a logging railroad in the Conine Swamp area of Bertie County. The October 29, 1915 issue of *The Enterprise* mentioned the line in an accident report: "One of the saddest deaths which has happened here in years, was that of Mr. Paul Smithwick, who died at 2 o'clock on Wednesday from injuries received from being run over by the log train of the Williamston Cooperage Company, which operates in the Corenine [Conine] Swamp on the Bertie side of the Roanoke River, opposite the Company's plant." The accident happened "one and a half mile back in the swamp . . ."



26 1902 Topographical Map of Williamston Quadrangle

Figure 26 is part of the 1902 USGS Topographical map of the Williamston Quadrangle. The logging railroad would have been located in the area labelled Conine Island. No sign of it could be discerned by the author on 1950s-era aerial photographs of that region.

Starting in 1914, the Williamston Cooperage Company began to buy timberland in Bertie County. Transactions in 1914 were recorded in Bertie County Deed Book 180, page 517; and Book 212, page 135. Two further purchases occurred in 1917 and were recorded in Book 196, page 213; and Book 212, page 144.

* * *

Scant information is available about a tram railroad that was used in the region south of Lewiston in the 1880s and 1890s. In an 1881 document, recorded in Bertie County Deed Book XX, page 570, S. H. McRae sold timberland, a tram road, and a logging outfit to **Samuel J. Meakin**. The properties were located in Roquist Pococin and Roquist Swamp. One was known as "Cow Island." Included in the sale were six "trucks," the harnesses used with them, and four mules, as well as all of McRae's "right title and interest rights and privileges in and to the tram road from the swamp to Flag Run."

The 1889 edition of *The Official Railway List* included "Lewiston – Sam'l J. Meakin" on page 223. However, the publication contained no further information about the Meakin operation.

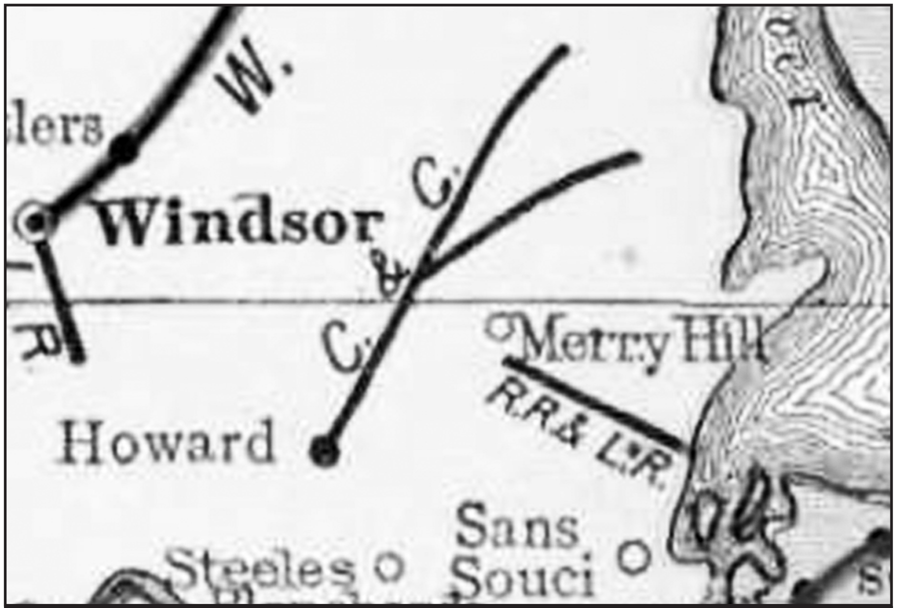
In 1893, Meakin contracted with Kenneth Bazemore, Edward Bazemore, and William Morriss to remove cypress timber from properties in Cashie and Wartom [Wahtom] Swamps. Meakin was allowed to construct tramways to access that timber. Those contracts were recorded in Deed Book 80, pages 7-10.

S. J. Meakin was the grantee of property named in a January 20, 1898 deed which involved the transfer of real estate at Rice's Mill, approximately five miles north of Windsor. Tram roads were not mentioned in that document, which was recorded in Deed Book 96, page 263. The February 17, 1898 *Bertie Ledger* reported "Mr. S. A. Meakin, of Lewiston, was in town Monday. He will begin moving his mill to Rice's mill next week."

In 1902, the **Roanoke Railroad & Lumber Company** began to develop a logging line in Merry Hill Township. Eventually, it reached timber in the Buckleberry Tract and even farther west (Bertie County Deed Book 130, page 533). It crossed the road between Merry Hill and Cashoke (Deed Book 115, page 394) and, farther east, Black Walnut Swamp was a bound of property logged by this grade. The right-of-way was displayed on the portion of the 1909 *Railroad Map of North Carolina* presented in Figure 27.

Frank Hitch was the grantee of timber rights recorded in three documents during 1885 (Bertie County Deed Book 55, page 550 and Deed Book 56, pages 209 and 243). From bounds mentioned in these documents, it is evident that Hitch's railroad was used to cut timber in Roquist Pocosin, and crossed Indian Woods Road somewhere between "Roquist and Grab Town." Transported logs were headed to Hitch's sawmill across the Roanoke River at Hamilton.

The 1889 edition of *Poor's manual of Railroads* reported, under the heading of **Hamilton RR. and Lumber Co.**, that "The material in the Hitch RR. in Bertie Co. has been taken up and used in the construction of this road."



27 1909 RR Map of NC-RR&LCo South of Merry Hill

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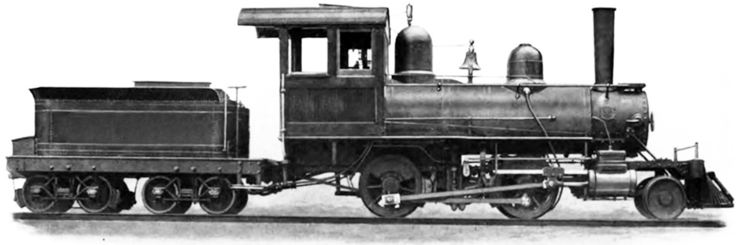

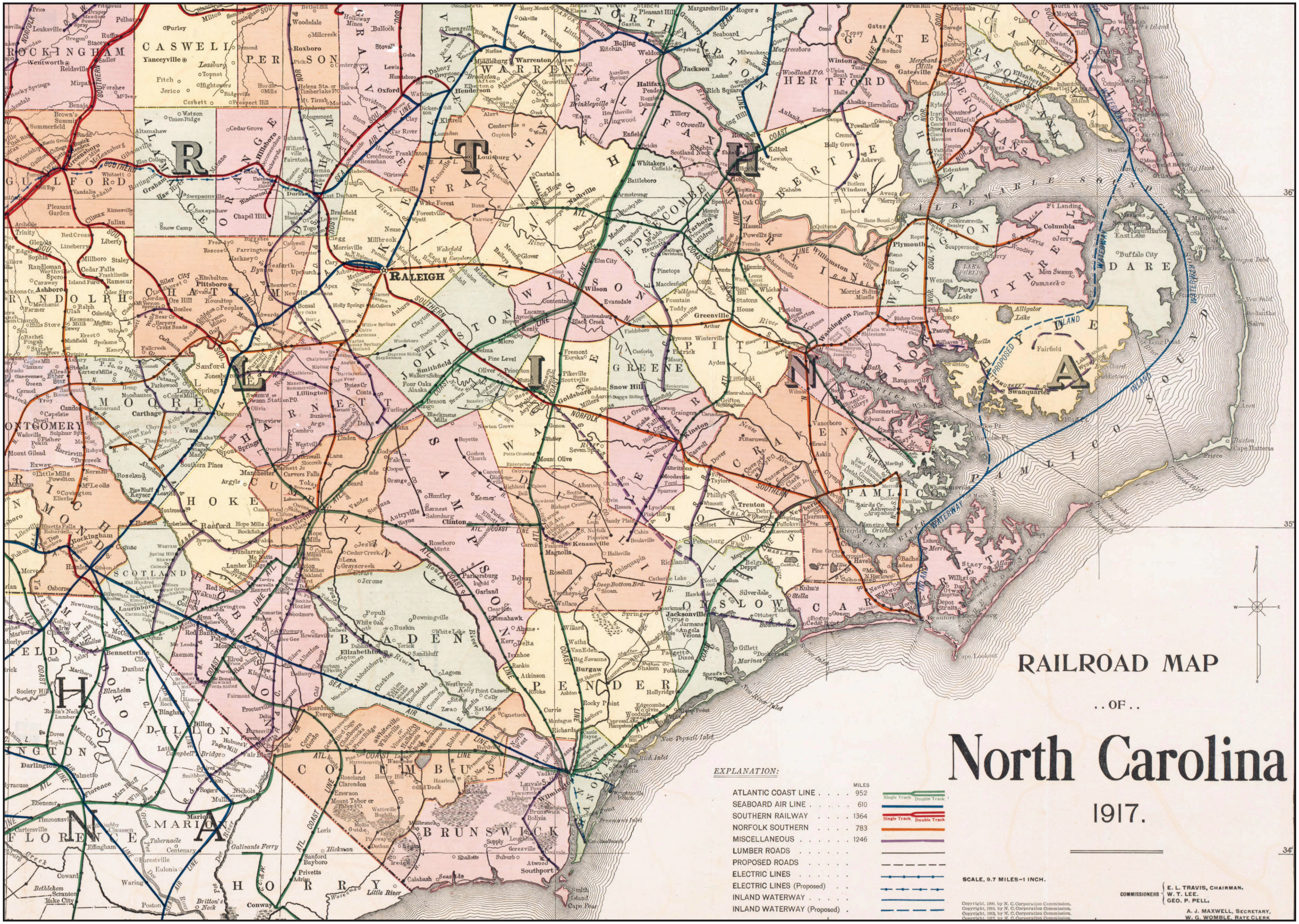
RAILROAD MAP
..OF..
North Carolina
1917.
EXPLANATION:
MILES
ATLANTIC COAST LINE 952
Single Track
Double Track
SEABOARD AIR LINE 610
SOUTHERN RAILWAY 1364
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INLAND WATERWAY (Proposed) .
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